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NEW COLOURS FOR **D9**

WYTHALL'S D9 TURNS POPPY RED



ACCRINGTON AND HYNDBURN

Municipal transport began in Accrington when the Corporation purchased outright the previous operator, the Accrington Corporation Steam Tramways Co Ltd commencing operation on the 20 September 1907.

The inaugural bus service began on the 12 November 1928 between Huncoat and Higher Antley, via the town centre, operated by two Dennis G-type and four Dennis E-type single-deckers, wearing an unusual dark blue and red livery. Much speculation has surrounded the choice of this colour scheme, although the general consensus is that it was modelled on the uniform of the East Lancashire Regiment (which was predominantly dark blue and maroon), possibly in commemoration of the 'Accrington Pals', who suffered terrible losses at the Battle of the Somme in 1916.

On the 3 December 1928, a limited stop service between Accrington and Rawtenstall, jointly with Haslingden and Rawtenstall Corporations commenced; it was extended to serve Bacup the following year. A similar service between Accrington and Blackburn commenced in 1929.

During the war years, Accrington added the Guy Arab to its fleet. Nine examples of this marque were delivered between 1943 and 1945. Regular orders were subsequently placed for this chassis along with Leyland until it was no longer available.

1948 deliveries included four Leyland Tiger PS1s with Burlingham bodywork, delivered in an experimental livery of green and cream. Although they ran like this for four years they were eventually repainted in the conventional dark blue and red livery and the experiment was not repeated.



In 1968 Accrington purchased three examples of the Bristol RESL chassis with East Lancs bodywork and more followed over the next few years, although the Corporation still continued to be loyal to Leyland.

In 1974, Accrington became part of the new borough of Hyndburn, along with Church, Oswaldtwistle, Clayton, Great Harwood, Rishton and Altham, and on the 1 April 1974 the municipal fleet and services were transferred to the new authority and

Accrington Corporation Transport passed into transport history.

The new authority took over the buses and the routes. Following deregulation, Hyndburn continued to operate buses via the arms-length company Hyndburn Transport Ltd selling out to Stagecoach in September 1996. The operation was soon merged into sister company Stagecoach Ribble, with the garage in Accrington closed and services run from the Ribble garage in neighbouring Blackburn.



MAIN PICTURE: Hyndburn No 2 (JFV 295N) was one of a pair of Leyland Leopards new to Halton Transport in 1975 with unique East Lancs coachbodies. Clearly without sufficient need for this pair of monsters, Halton replaced the bodywork with that shown here, also by East Lancs in 1983. They were soon sold on though to Hyndburn. Pictures: PRESBUS ARCHIVE

LEFT: It's September 1989, and Hyndburn 189 (URN 326R), an East Lancs-bodied Leyland Atlantean new in 1976 demonstrates the blue and red livery as it hurries on its way on an Accrington town service.

BELOW: Accrington 118 (KTC 958), a 1949 East Lancs-bodied Leyland PDIA is seen outside the garage in Ellison Street.

In 2001, Stagecoach sold its Blackburn garage and operations to the Blaze field Group, which ran the services under the fleetname Lancashire

United. The Blaze field Group was acquired by Transdev in 2006 and former Hyndburn services are now branded Blackburn Bus Company.



NEWS PLUS

The latest news from the world of bus preservation and beyond.

NEW COLOURS FOR D9

The Transport Museum, Wythall has three BMMO D9s. Midland Red 5399 (BHA 399C), which has been restored in traditional Midland Red livery for some years, has recently been repainted poppy red.

ON THE ROAD

This month's roundup of older buses and coaches is presented by DAVID JUKES.

DEVONSHIRE CREAM

The Devon General Omnibus Trust was formed in 2013 to better secure the future preservation of representative vehicles, as DAVID JUKES discovers.

RETURN JOURNEY: DEVON GENERAL

Known for its smart deep red and white-liveries vehicles, Devon General was a favourite amongst enthusiasts, many of whom holidayed in the Torbay area. We look back...

BURLINGHAM OB BEAUTY

Lodge Coaches waived its normal collection policy to add this now beautifully restored Burlingham 'Baby Seagull'-bodied Bedford OB to its heritage fleet. NICK LARKIN reports.

ON THE ROAD EXTRA

DAVID JUKES presents an extra helping of mature vehicles still doing what they do best; this time focusing on some of spring's running day events.

WINCHESTER'S RED-LETTER DAY

The Friends of King Alfred Buses' running day on 6 May marked the debut of ex-King Alfred Motor Services AEC Renown 596 LCG in National Bus Company poppy red.

LLANDUDNO 2019

This year we feature vehicles ferrying the 1,000s of visitors between the Transport Festival rally site at Bodafon Fields and the town centre.

RETURN JOURNEY: ROUND THE ORME

A trip round the Orme. The North Wales Coast's most prominent landmark has seen a number of sometimes unique buses over the years. We take a look at some of them.

BIRMINGHAM BUSES AT ALDRIDGE

The Aldridge Transport Museum held its well-attended Spring Running Day on 28 April which included a unique opportunity to see three former Birmingham Leyland Tiger PS2s.

QUORN & WOODHOUSE SPECTACULAR

The Quorn & Woodhouse Station-based Bus & Train Spectacular of 27 April was organised by the Leicester Transport Heritage Trust and the Great Central Railway.

LOW-HEIGHT BEDFORD VAL

SIMON GILL examines former North Western 139 (AJA 139B), a specially built low-height Strachans-bodied Bedford VAL14 which was one of ten bought for a specific purpose.

WELCOME ABOARD — PART I

In the latest instalment of his restoration series, ASHLEY BLACKMAN examines the restoration of bus and coach interiors.

THE MODEL PAGE

This month we take a look at models of Birmingham City Transport prior to the formation of West Midlands PTE. Those of Coventry, Walsall, West Bromwich and Wolverhampton require another 'Model Page'.

OFF ROUTE

An apparently reluctant groom clinging to an AEC Regent, and tales of Sweaty Betty. Over to NICK LARKIN.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

COVER: Midland Red D9 5399 (BHA 399C) now in NBC livery poses in front of the Midland Red 'garage' at its Wythall home Full story on page 12. PHILIP LAMB

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RALLY DATES FOR 2019 SEASON

Jun 16th Transport Museum
Wythall (Fathers Day Event)

Jul 21st Alton Bus Rally
Hampshire

Sat Jul 27 Open Day
NXWM Pensnett Garage

Aug 17/18th Lathalmond Bus
Museum Weekend

Aug 25/26th Transport
Museum Wythall

Sep 8 Birmingham Bus Bash
Moseley Rugby Club
(Billesley Common)

Sep 22 Swansea Bus Museum

Sep 29 Showbus

Oct 6 Transport Museum
Wythall

20 Oct Brooklands Transport
Museum

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What happened at Wythall?

For some time now we have been following the restoration of the Transport Museum, Wythall's Birmingham 1930s AEC Regent, a vehicle which had been professionally restored off site, and now returned to the Museum for final detailing. A launch was set for a date in April, which we were attending, intending that the bus would feature on our cover last month and headlining in part 2 of our 'What's Happening at Wythall' feature. At literally the last minute, the bus broke down and the launch was cancelled.

Fortunately with sufficient quality material available, we promoted the Barking RT event to the cover, its place in the centre pages of the magazine being easily filled.

Many of you have been saying to us: 'But I saw a feature in another magazine'. Yes, you did. The bus broke down during a pre-launch run out for said magazine and so the official launch was cancelled, leaving us wishing, with Wythall being only 35min down the road from our base in Coventry, we had requested a pre-launch viewing too!

Both Wythall and ourselves apologise for the delay and assure you that as soon as the Regent's engine fault has been rectified, we will be there with our camera immediately, just in case! We will then be able to bring you the third part of the story of this highly significant restoration.



In the meantime we bring you news in this issue of the three BMMO D9s at Wythall, two of which are on the road. No 5399, which had previously been restored in traditional Midland Red guise, has now emerged in an authentic NBC era incarnation. And despite any reservations any of you might have it looks splendid — indeed a worthwhile exercise leading us to comment that insufficient NBC era restorations are out there, so why not take the plunge and restore or repaint your pre-NBC bus in NBC colours? A good note on which to end this month ...



Arriva London slims heritage fleet

Arriva London recently determined there was insufficient work within its Heritage Private Hire fleet for eight Routemasters so has sold four to Roger Wright's London Bus Company (LBC), namely RM6 (VLT 6), RM1124 (124 CLT), RML901 (WLT 901) and RML2360 (CUV 360C). LBC's plans for these are as yet unknown, but RM6 is in

the company's Northfleet body shop at the time of writing.

It is speculated RML901, one of the first build of 30ft-length Routemasters, may join sister early-RMLs 893, 897, 899, 900 and 902 in LBC's private hire fleet – watch this space for more news!

Report: BOB WINGROVE



Picture: NIGEL APPLEFORD

Change of owner for RM14

Routemaster RM14 (VLT 14) is now in the ownership of Hertfordshire preservationist Harry Hobson of Reed, Herts. It was at one point re-registered OYM 424A but has reverted to VLT 14 in April 2014 when owned by Rob Duker. It was acquired by Harry Hobson in March 2018 and is seen at Royston Classic Car Show on Bank Holiday Monday, 6 May 2019. Report and picture: JOHN WAKEFIELD



Worths Bedford woken from slumbers

LUD 606, a Bedford SBG/Duple Vega, new to Worths in June 1957, has been brought out from long-term storage at the company's Enstone depot. At the time of

writing (May 2019) it had been washed down and the engine started. Says Paul Worth: 'We plan to get the old girl back into a roadworthy condition and use her

to promote our 100th anniversary in 2022. For now we plan to make her useable just for rallies and maybe weddings at a later date.' Report: JOHN WAKEFIELD



Picture: PAUL WORTH

SMA8 goes home

On 9 May 2019, SMA8 re-visited its original Northfleet garage home. A group of London Bus Company staff had wanted to get some good shots of it within the confines of its original 'home depot', and this has been some time in the planning.

This could not have happened without the help of Darren Bow, General manager, Arriva Northfleet and Oliver Monahan Managing Director for Arriva Kent & Surrey, who both enjoyed a two-hour 'diversion' from the normal everyday work items to see the coach for themselves.

Also in attendance was Brian Catchpole's excellent Green Line RF28. Peter Plummer came too and gave top deck support with his superbly restored RT593.

Both vehicles were dressed for the day for Northfleet routes, the RT showing the trunk route 480 and the RF showing a long lost route the 701.

A quick run into Gravesend to the historic 'clock tower' terminus of the Green Line 725, which for the time of day was mercifully devoid of parked cars and the heavy hailstone storms that crashed down during the morning were avoided each time.

Report: BOB WINGROVE

Pictures: KEITH VALLA



Make your last journey by RML

Reader Andrew Tyldsley spotted this RML in Chester-Le-Street on Tuesday 7 May. RML 2262 (CUV 262C) is now in use as a funeral hearse with Nottingham-based funeral directors A.W. Lymn. It can offer

72 seats or 48 seats and a coffin. More details are on the company's website: <https://www.lymn.co.uk/Funeral-Services/Funeral-Services-Vehicles/Bespoke-Hearses/aec-1965-routemaster-rml-2262>



Picture: ANDREW P. TYLDSLEY

United Counties 111 debuts

The Wellingborough Bus Rally and running weekend, the 13/14 April, saw the 111 Group debut its newly restored Bedford YRT with Willowbrook 001 body, new in April 1974 to United Counties as 111 (RBD 111M). Much of the work was carried out by Reliance Bus Works and was finished just in time for the event. 111 is believed to be the only surviving example of the 60 YRT/YRQs ordered by United Counties between 1973 and 1976. No 111 was originally acquired for preservation from Willis of Bodmin, Cornwall in July 2000 by John Robertson.

In autumn 2012, the 111 Group was formed to progress the restoration after years of the bus being sat in storage. The bus has been authentically restored in NBC leaf green with fleet plates for Northampton depot, where 111 served with United Counties. The 111 Group has also expanded to include ex-United Counties Bristol VRT 757 (UBD 757H) and Bristol RE 319 (RBD 319G) which are both undergoing restoration. For more details visit: www.facebook.com/ucocpreservation/
Report: JOHN HAMMOND
Picture: NICK DOOLAN



Brand-new trolleybus for Sandtoft

An unusual trolleybus with a fascinating history has been recreated in the Czech Republic for the Trolleybus Museum at Sandtoft. A faithful recreation of a *Mercédès-Électrique-Stoll* trolleybus, a type not seen in the UK for almost 100 years, has been built by the Czech team responsible for creating a replica of the first, which ran in Gmünd, Austria, from 1907 until 1916.

The original UK vehicle was supplied to Keighley Corporation by Cedes Electric Traction Limited, which was registered in London to sell the *Mercédès-Électrique-Stoll* trolleybus system. Its chassis was built at the Austro-Daimler factory in Wiener Neustadt, Vienna, and was bodied by Bayleys Limited of Newington Causeway, London, after its 1911 import.

The trolleybus was demonstrated in West Ham the following year then loaned to Keighley Corporation in April 1913 for three months' free trial, which was deemed a success as two UK-built Dodson-bodied Cedes were purchased as Keighley Nos 1 and 2. The hired vehicle was subsequently purchased and given fleet number 0. It became No 50 in 1921 and remained in service until 1924.

A short length of replica Stoll overhead will be erected at the Trolleybus Museum for the replica trolleybus's launch on 29/30 June, but it will not be energised. The trolleybus will pose with its troller on the overhead before taking visitors for rides using battery power; it will be unveiled in West Ham form on 29 June and will appear with Keighley modifications the following day. Visitors can also see a project film and meet the Czech team that built the replica.

The *Mercédès-Électrique-Stoll* system used a four-wheel troller, developed by Ludwig Stoll from his father Carl's unsuccessful design, which ran along the top of twin overhead wires to collect and supply power to the trolley vehicle by flexible cable. Usually one pair of overhead wires was used and when two trolleybuses met the drivers stopped to unplug and swap their trollers.

A new Cedes Museum will be opened later this year at the Trolleybus Museum at Sandtoft to house the vehicle and tell its story. The Museum is also raising funds to build a new road and overhead line to enable the Cedes-Stoll trolleybus to operate prototypically.

Pictures: DAVE CHICK



Lodekka repatriated

Ex-Eastern Counties Bristol FLF6G, FLF456 (JPW 456D) has been repatriated from Belgium by Julian Patterson of Norfolk after 33 years in exile in Belgium.

After service with Eastern Counties, it passed to Ensign Bus, Purfleet (dealer) in 1986 which in turn sold it the same year to VIP-Rigelle, Melle, Belgium. It then passed to Publi-bus, Meeuwen-Wijshagen, Belgium in 1997 which converted it into a mobile cafe, and then latterly to Traiter Gobert, Knokke Heist, Belgium in 2008 for use as a mobile fish and chip diner.

Julian bought it from Gobert in January 2019 and drove it back to UK. The bus, although it no longer has its original seats, has most of its original fittings and does not appear to have had any structural changes that will prevent it reverting to a bus again, which Julian plans to do in due course. JPW 456D made its first public appearance at Mid-Norfolk Railway Bus Rally at Dereham on Sunday 12 May.

Report and picture: JOHN WAKEFIELD



Devon General revival

Stagecoach South West 15893 WA13GDX has been painted in a commemorative livery to celebrate 100 years of Devon General.

It is seen here in Roselands Drive, Paignton on 30 April 2019, having been launched earlier in the day.

Picture: BARRY NUNN





Cheques made payable to the 'East Anglia Transport Museum' can be sent to A Chilton (Appeal Co-ordinator), 6 Monet Square, Lowestoft, Suffolk NR32 4LZ. Or payments can be made directly to the EATM's bank: Santander UK plc, 81 London Road North, Lowestoft, Suffolk NR32 1LU. Account number: 14750101. Sort code: 09 01 54. Reference: *development*.

[illegible]

Seaside specials

The East Anglia Transport Museum celebrated the 1950s with a seaside flavour on 11/12 May when the London Trolleybus Preservation Society's launched its newly restored ex-Hastings Tramways Company No 34 (BDY 809), a 1947 Weymann-bodied Sunbeam W trolleybus. It was the town's final trolleybus, passing to Maidstone Corporation as its No 86 on the system's

May 1959 closure, with preservation beckoning after its 1967 withdrawal.

A special visitor at the event was former Hastings & District No 3 (DY 4965), the well-known 1928 open-top Dodson-bodied Guy BTX60 trolleybus 'Happy Harold', courtesy of the Hastings Trolleybus Preservation Group and Hastings Borough Council.



Top: The debut-making ex-Hastings Tramways BDY 809 at the East Anglia Transport Museum on 11 May. Look out for more about its restoration in a future issue.

Above: The event united the only surviving open-top trolleybuses; purpose-built Hastings No 3 and the National Trolleybus Association's Bournemouth 202 (ALJ 986), a 1935 Park Royal-bodied Sunbeam MS2 so-converted in 1958. No 3's booms are raised for photographers' benefit with the overhead power switched off; its electric motor was replaced by a Commer TS3 diesel engine in 1959/60 with which it has since run.

Both: DAVID JUKES

Commer Avenger seeks new owner

A Commer Avenger III with two-stroke engine, registered NHO 400, is looking for a new owner who can restore it.

NHO 400 has a Duple Corinthian body and was new to Parlange of Aldershot in April 1955 where it was used to transport the Blues and Royals. It then passed to Cyril Cadman of Thorne near Doncaster in the late 1950s and was used on NCB (National Coal Board) contracts. Due to a dispute between the operator and the NCB in the late-1950s, the coach was laid up and remained with Mr Cadman until he passed away during the 1990s and the yard cleared. It was saved from the scrapman by Roy Smith of Whitwell for preservation, but unfortunately little restoration work was carried out, and Mr Smith now wishes to sell it to someone who will complete the restoration.

Interested parties should contact Tom Simpson on 01142 489139 who is selling it on behalf of Mr Smith.

Report: JOHN WAKEFIELD

Picture: TOM SIMPSON



Can you help bring back the 'Brahn' bus?

The Friends of Chatham Traction are working hard to complete the restoration of GKE 68, the 1939 ex-Chatham & District Traction Weymann-bodied Bristol K5G which served the Medway towns until the mid-1950s. It will be 80-years-old this year and is nearly ready to start its journey this autumn as the 'Medway Heritage Bus', a community and heritage asset for the people of Medway.

The Friends seek to raise £20,000 to finish the Bristol's restoration, save it for the future and start developing its use by local people. Donations may be made online by visiting www.cafonline.org and following the instructions, searching for Friends of Chatham Traction.

For other ways of donating, please contact Paul Kemsley at pgke68@btinternet.com or Wendy Mesher at wendymesher@blueyonder.co.uk.

Buses and coaches changing hands in April

NVE 1, the ex-Burwell & District Daimler Freeline with Willowbrook 41-seat coach body, displayed on the Willowbrook stand at the 1954 Commercial Motor Show at Earls Court, and has been languishing in an orchard in Cambridgeshire for over 40 years as a store shed, has been sold to Owen Edge of Ely for preservation.

Mr Edge who owns Cambridgeshire Classic Cars of Ely plans to restore the coach, which is the only survivor. It is devoid of engine and gearbox and Owen is looking for help in finding replacements. The registration number NVE 1 was sold in 1976 the replacement number being ATW 528A.

XHK 234X, a Bristol VRT/ECW new to Eastern National has been sold by Jonathan Brenson to Bill Hiron, MD of Stephenson's of Essex for restoration by NIBS Buses, Wickford to class 6 PSV standard. Report and pictures: JOHN WAKEFIELD



Ipswich Vehicle Run

The Ipswich Transport Museum is scheduling its annual Ipswich-Felixstowe Classic Vehicle Run on Sunday 5 May. Of the 500 or so participants. It is expected that some 25 or so classic buses and coaches including a 1954 Ipswich Borough AEC Regent III, an ECOC Bristol MW5G Coach, a 1929 Dennis ES bus and several Bedford OBs will be taking part. Report: PETER CANSICK

Award for Oxford Bus Museum

Oxford Bus Museum has been presented with The Queen's Award for Voluntary Service.

The Lord Lieutenant of Oxfordshire, Tim Stevenson OBE, visited the museum on 3 April to present The Queen's Award for Voluntary Service, which is the equivalent of an MBE given to an individual. It is the first time that the Award has been given to a road transport museum.

Tim Stevenson said 'The Oxford Bus museum is exactly why the Award was invented. It is an award for volunteers to

recognize their efforts, enthusiasm and what they have add to the community. It is a remarkable museum giving pleasure to both volunteers and visitors'.

The museum is a charity and run entirely by volunteers. The origins of the collection go back over 50 years and the museum has never had any paid staff.

There is free parking and a café. The museum is 70 yards from Hanborough Railway Station just off the A4095 in Long Hanborough. The full address is Old Station Yard, Main Road, Long Hanborough, Witney OX29 8LA.



Birmingham is back!

National Express West Midlands Wright-bodied Volvo B7L 4451 (BX54 XRM) has been painted in this splendid version of

traditional Birmingham livery. It was on display at the Transport Museum, Wythall over the Easter weekend.



NEW COLOURS FOR D9

The Transport Museum, Wythall has three BMMO D9s. Midland Red 5399 (BHA 399C), which has been restored in traditional Midland Red livery for some years, has recently been repainted poppy red.

Midland Red built its first D9 in 1958, the first of a production run of 345 lasting from 1960 to 1966. BMMO took advantage of the recently increased maximum length of 30ft permitted for double-deckers. New features included a powerful engine coupled to a semi-automatic gearbox (which did away with the heavy clutch) and power steering. A trade paper hailed it 'The Bus Drivers' Dream of Home'.

Extensive use of fibreglass, such as the roof and sleek bonnet area, saved weight. Midland Red, however, became unable to compete with local car factories for designers so the D9 was its last double-decker to enter quantity production.

BHA 399C

No 5399 entered service at Cradley Heath in July 1965, moving to Dudley in 1971 and then Harts Hill in 1973. When the Black Country services were sold to the WMPTE at the end of 1973, it stayed with Midland Red, moving to Stafford. The D9 worked at Leicester garages from 1976 until withdrawal from service. It was kept as a historic vehicle and, after the company was split, found special work with Midland Red North.

No 5399 was loaned to the Transport Museum, Wythall for a time before being formally acquired in 1989. The Museum

immediately repainted the bus and carried out a vast amount of mechanical work. The D9 received a further body overhaul and repaint in 2002 and has been a mainstay of the Museum's operational fleet.

By 2018 the appearance was starting to look tired, so an opportunity was taken to carry out further work to the body, which included panelwork completed by Jim Munro and Alex Potts. Peter Murphy replaced the platform floor and some of the metal supports, whilst Mike Jordan carried out some repainting on the interior. Leo Coley completed some body repairs.





No 5399 was dispatched to Transmobile in Bloxwich for spray painting in NBC Poppy Red. Lee Hobson from Decal Central kindly applied the vinyls when the bus returned. The NBC livery, whilst not popular with all, has attracted many favourable comments since completion. It has appropriately been completed in the livery to tie in with the 40th anniversary year of the withdrawal of D9s from service, and providing a contrast from other closed-top D9s in preservation.

Opposite page: **BMMO D9 Midland Red 5399 looks resplendent in its newly acquired guise.** PRESBUS PUBLISHING

This page, top: **As it was. No 5399 wore traditional Midland Red livery for 30 years.** PRESBUS PUBLISHING

Right: **Repaint underway at Transmobile in Bloxwich.** DAVE TAYLOR

Below: **Illuminated 'Midland Red' sign above the destination blind has been correctly painted out.** PRESBUS PUBLISHING





Top left: **Rear number blind** has also been properly painted out.

Top right: **Saloon lighting** doubles as illuminated advert panels.



Upper left: **Upper-deck seating** in easy-clean Vynide reflects the use of the upper-deck by workmen in overalls. Note the pink ceiling — the underside of the fibreglass roof.

Upper right: **Lower deck** is upholstered in moquette reflecting the lower-deck's non-overalled clientele.

Below: **D9 poses amongst Wythall's superbly recreated Midland Red surroundings.**

All: PRESBUS PUBLISHING

3016 HA

Sales of postwar Midland Red-built buses for further service were rare as operators were unfamiliar with the designs and aware that spare parts would be difficult to obtain. The sale of seven D9s to Obsolete Fleet in London for open-top sightseeing tours on behalf of London Transport was therefore very surprising.

They were open-topped by LPC Coachworks in Hounslow where they also received London Transport red livery and fleet names prior to entering service in April- May 1975.

This bus originally entered service as Midland Red 5016 at Redditch garage in November 1962. It was transferred to Nuneaton in March 1969, moving to Rugby in September 1971 where it remained until delicensed in November 1974.

It received London fleet number OM5 in its second life and ran until June 1981. The museum purchased it in January 1984. A great deal of work has been carried out, covering mechanical components and bodywork, including a complete repaint. It was used for VIP transport to open the Bromsgrove section of the M42, including being driven by the then Transport Minister, Peter Bottomley MP, to 'cut the tape!'





871 KHA

West Midlands Passenger Transport Executive was created in 1969, being the first of several PTEs around the country designed to integrate public transport in their areas. The municipally-owned corporation buses of Birmingham, Walsall, West Bromwich and Wolverhampton were transferred to the new PTE, followed by those of Coventry in 1974. Services between those towns and cities and in other West Midlands conurbations were run by Midland Red, by then owned by the National Bus Company. The PTE purchased those local services, and the depots and buses required to run them in December 1973. Midland Red thus lived on, but many of its employees and 413 of its buses joined the PTE.

No 4871 had been built by Midland Red itself and was an early example of its D9 design. It entered service from Stourbridge garage in July 1960, and despite all the changes reshaping the industry, 4871 remained at Stourbridge until a major engine failure ended its career in August 1977. The Museum's predecessor society purchased it in October on the basis of good body condition, together with a replacement

engine. Due to other projects and active D9s in the collection, 4871 has slowly progressed. With pretty much every body panel now changed or ready to be fitted, work has been centred around the rear wheel arches and suspension units. Last year a new rear cross member was fitted, which required large-scale removal of the platform and interior behind the rear wheels. Once this reassembly is complete, work can then be focused on returning the bus to its wheels and refitting the interior!

Top: **No 5016 continues in preservation in open-top form.**
PRESBUS PUBLISHING

Right: **No 4871 recently received a new rear crossmember.**
PRESBUS PUBLISHING



This month's round-up of older buses and coaches is presented by DAVID JUKES.



GREAT YARMOUTH ALIZEES

(1) Seen outside Great Yarmouth's Tide and Time Museum on 10 May is Eagles of Castle Acre (Norfolk) P303 VWR, a 1997 Van Hool T8 Alizee-bodied Volvo B10M-62 new to Wallace Arnold. (2) The Winter Gardens is a Grade II* listed building built in Torquay and moved to Great Yarmouth in 1904 that was named among the top ten endangered buildings of the Victorian and Edwardian eras in a 2018 survey. Probably not so endangered is Our Bus of Bighton's PIL 4725, a 1991 Van Hool T8 Alizee-bodied Volvo B10M-62 new to Shearings registered HI82 DVM, seen the same day parked outside. Pictures: DAVID JUKES



DOUBLE-DECK VARIETY

(1) Sporting a modified dash panel in Loughborough on 10 April is Steve Akiens Coaches of Leicester R200 MGS, a 1998 DAF DB250-based Optare Spectra new to Eastbourne Buses as its No 70 (R870 MDY). (2) Laying over near Southbourne (West Sussex) on 5 April is Portsmouth City Coaches V475 KJN, a 1999 Alexander ALX400-bodied Dennis Trident new to Selkent as its TAI01 and latterly operated by Wheeler's Travel of Hedge End. (3) Approaching Great Yarmouth's Market Gates bus station during a heavy shower on 10 May is First Eastern Counties 32065 (W425 SRP), a 2000 Alexander ALX400-bodied Volvo B7TL new to First Leicester as its No 225. Pictures: MALCOLM FLYNN (1) / DAVID JUKES (2&3)

**UNICAR YMT**

The Nottingham Heritage Vehicles open day on 28 April was graced by Paul S Winson No 1 (EBC 567T), a 1979 Unicar-bodied Bedford YMT new to Mood of Shepshed, which operated one of the day's free trips when pictured at Linby. It was acquired by Winson in 1983 as its first coach, passing to Supreme Cancu of Zeitun (Malta) in 1987. It was re-acquired by Winson in 2005 and extensively restored to original specification.

Picture: CALUM MACLENNAN





SEASIDE CELEBRATIONS

The East Anglia Transport Museum's 50s Seaside Celebrations event on 11 & 12 May included free bus services from the Museum to Lowestoft and Beccles plus a local park & ride service for visitors arriving by car. (1) Seen in Ashburnham Way, Carlton Colville, on 11 May is the Museum's former London Buses L263 (D367 JJD – originally D263 FUL), a 1987 Eastern Coach Works-

bodied Leyland Olympian which was the final bus assembled at ECW's Lowestoft plant. It has recently been restored to original dual-doored condition using many parts from sister L101 (CI01 CHM). (2) Approaching the Museum in Chapel Road the following morning is its former Eastern Counties LFL57 (557 BNG), a 1962 ECW-bodied Bristol Lodekka FL6B. (3) Almost

at the same location later the same day is the Museum's former Great Yarmouth 85 (AEX 85B), a 1964 Pennine-bodied AEC Reliance. (4) Laying over opposite Lowestoft bus station on 12 May is former Eastern National 1404 (VHK 177L), a 1972 ECW-bodied Bristol RELH6G new to Tillings Travel as its 9441, which was rebuilt by ECW in 1981 whilst in Eastern National ownership as

the prototype for its B51 coach body. (5) The weekend's free park & ride service linking the Museum with an off-site car park was operated by First Eastern Counties 32905 (W905 VLN), a 2000 partial open-top Plaxton President-bodied Dennis Trident new to Centrestw in dual-doored and fully-roofed form as its TNL905.

Pictures: DAVID JUKES





SIGHTSEEING ROUTEMASTERS

(1) Seen on 1 April outside Luxembourg City railway station is Routemaster asbl RM1180 (B 1180 – originally 180 CLT), an ex-London Transport 1962 Routemaster owned and operated since April 1992. The bus is apparently very original apart from a replacement AEC engine. (2) Passing one of the four bronze lions sculpted by Sir Edwin Landseer to guard Nelson's Column in London's Trafalgar Square is Premium Coaches' former LT Routemaster RML2713 (SMK 713F) dating from 1967. (3) Heading south on Park Lane at Marble Arch on 29 April is Brigit's Bakery RMI790 (790 DYE), a 1963 ex-LT Routemaster.

Pictures: SHANE ROSS (1) / DAVID JUKES (2 & 3)





DEVONSHIRE *cream*

The Devon General Omnibus Trust was formed in 2013 to better secure the future preservation of representative vehicles, as DAVID JUKES discovers.

The Devon General Omnibus & Touring Co Ltd (DG) was created in 1919 and taken over by the National Electric Construction Company's (NEC) Torquay Tramways Company in 1922. The Great Western and Southern Railways both acquired interests in 1929 with control passing to the British Electric Traction (BET) Group in 1931 on its acquisition of NEC.

DG was based in Torquay with its operating area bounded by the Tilling Group's Western National and Southern National subsidiaries. The 1968 sale of BET's UK bus companies to the state-owned Transport Holding Company led to the National Bus Company's formation and DG's takeover by Western National;

its operations distinguished by using poppy red in place of the latter's leaf green when corporate hues were imposed.

'The thing about Devon General,' considers Devon General Omnibus Trust Trustee Paul Jenkins, 'is a lot of people holidayed in south Devon and travelled on the red and cream-liveried Devon General buses, whether it was in Exeter, Torquay or the countryside. There must still be many people who can recall such childhood holidays.'

DEVON GENERAL OMNIBUS TRUST

The Devon General Omnibus Trust was established in 2013 as a registered charity

by Philip Platt, Terry Bennett, Peter Murnaghan and Iain Tucker. Philip and Terry were members of the Devon General Society (DGS) wanting to create a better setup to secure the long-term preservation of ex-DG vehicles. The Trust and Society remain completely separate bodies that enjoy an excellent working relationship.

The Trust's objectives include an aim to advance the public's education of the history of public road transport, particularly that of DG. This is being accomplished by establishing a representative vehicle collection, facilitating public opportunities to view and ride this, and providing a focus for skills retention, development and training relating to restoration, maintenance and operation.

The Trust's first vehicle – ex-DG 503 (503 RUO), a 1964 Willowbrook-bodied AEC Regent V – was acquired soon after its formation but was always going to be a long-term restoration. To this was added former DG SR798 (VDV 798), a 1957 Weymann-bodied AEC Reliance, which was gifted by Philip Platt in 2016.

Philip sadly passed away that December and Ken Baker replaced him as a Trustee. In 2017 the Trust was offered an opportunity to acquire the four remaining

Opposite page: **Former Devon General AEC Regent V No 513 (CTT 513C) proudly carries the operator's traditional red and cream livery.** DAVID JUKES

Top left: **Weymann-bodied AEC Regent III DR661 is the Trust's flagship, residing at its mid-Devon base this April.** DAVID JUKES

Upper left: **DR661 is prepared for its 1996 repaint into Devon General livery.** DEVON GENERAL SOCIETY COLLECTION

Lower left: **A resplendent DR661 is seen on Torquay's seafront in the company of sister DR679 (NTT 679) which carries the prototype Weymann Aurora body.** DEVON GENERAL SOCIETY COLLECTION

DG vehicles that were in Philip's possession. A funding appeal, to which DGS members and other individuals responded very generously, secured DR661 (NTT 661), a 1952 Weymann-bodied AEC Regent III, and DR817 (VDV 817), a 1957 Metro-Cammell-bodied AEC Regent V.

Paul Jenkins simultaneously acquired 1965 Park Royal-bodied AEC Regent V 513 (CTT 513C) from Philip's estate and immediately placed it on loan to the Trust; Paul was later appointed a Trustee, alongside his other role as DGS Secretary.

The five vehicles are securely housed in mid-Devon with restoration and ongoing maintenance carried out by a small team led by Sam Merrifield, a retired vehicle examiner who worked as a DG apprentice and is also DGS Chairman.

DR661 (NTT 661)

DG acquired 20 8ft-wide Weymann-bodied AEC Regent IIIs in 1952 as its DR660-679 (NTT 660-679). The first 19 were based on the 9613A chassis with crash (constant mesh) gearbox with the last a tin-fronted synchromesh gearbox-fitted 9613S with the prototype Weymann Aurora body.

DR660-678 were later fitted with synchromesh gearboxes as Sam explains: 'Devon General's Chief Engineer wrote a bi-annual report to the General Manager and one of the hot topics of the time was fuel consumption. This was compared between crash and synchromesh gearbox-fitted vehicles with the latter proving more efficient.'

DR661 was withdrawn in February 1965 and passed to Edmunds Omnibus Services of Rassau, near Ebbw Vale, with which it ran on local and contract services



until November 1966. It was purchased for preservation by Philip Platt and stored untouched at Winkleigh until 1989.

The partially-restored Regent appeared at the DG 75th anniversary event in 1994, after which it was kept at DG's Sidmouth and Exmouth garages: 'My involvement began when Philip asked me to look at the gearbox,' recalls Sam. 'I sorted that and a rear wheel hub before suggesting a project plan which set clear targets and ensured a timely and thorough restoration.'

The Regent was painted by Jack Parsons in summer 1996 – and it has not been painted since, although a little touching up has more recently taken place.

'DR661 is the Trust's flagship vehicle,' considers Paul. 'It is typical of the many Regent IIIs bought by Devon General in the post-war period and is a good example to preserve. It should be present at the Devon County Show in May and the centenary event at Newton Abbot in August, all being well.'

Weymann-bodied AEC Reliance SR798 awaits departure in Torquay during its Devon General service. RHG SIMPSON COURTESY OF THE DEVON GENERAL SOCIETY COLLECTION



SR798 (VDV 798)

Fourteen well-appointed Weymann-bodied AEC Reliance saloons were acquired by DG in 1957 as its first purpose-built one-man-operated buses. SR793-806 (VDV 793-806) were known as 'The Flying Cash Machines' thanks to their cab-mounted registers.

Their cabs were also fitted with an external sliding door and a rear door into the saloon – subsequent deliveries were simplified as this batch was evidently considered over-secure. The final six were fitted with sliding roofs and public address equipment for potential coach use.

SR798 survived into Western National ownership and passed to West Wales-based Richards Bros, with which it remained until 1975 when sold to the West of England Transport Collection. Other preservationist owners followed with restoration started in 2007 when owned by Philip Platt who previously purchased sister SR796 from Premier





SR798 undergoing restoration at the Trust's mid-Devon base in 2017. It will soon be on its way to Newton Abbot this summer if all goes to plan.

DEVON GENERAL SOCIETY COLLECTION

Good progress is being made restoring SR798's interior as these 2018 and 2019 views show. The final interior finishes are evident on the Reliance's nearside in the first picture. The side windows awaited refitting with replacement rubbers, due shortly after our visit. DEVON GENERAL SOCIETY COLLECTION / DAVID JUKES

Equally good progress is being made on the exterior, with topcoats applied above the refitted waist-rail trim. DAVID JUKES



with blue moquette, with the best seat cushions and backs set aside for steam cleaning and refitting: 'How far do you go with a restoration?' questions Sam. 'You have sometimes got to keep a vehicle in its working clothes and this is no exception.'

Geoff Chidzey is also working on the vehicle's electrics; the rear loom was a collection of mismatched wires twisted together while other lengths had long been removed without replacement. Work is progressing well on all fronts with Sam almost certain the Reliance will take its place at Newton Abbot in August after many years out of public view.

DR817 (VDV 817)

DG acquired 23 open-platform rear-entrance Metro-Cammell-bodied AEC Regent Vs for Exeter city services in 1955 and 1957 as its DR770-779 (ROD 770-779) and DR807-819 (VDV 807-819) respectively. These basic vehicles were based on the medium weight MD3RV chassis variant and introduced a more informative destination display to DG.

These Regents worked in Exeter for their entire DG service lives despite the company wishing to replace them with forward-entrance buses. The City Fathers were unmoved and rear-entrance buses remained on services jointly operated with Exeter City Transport until the 1968 Atlantean arrivals.

DR817 was withdrawn by Western National in April 1971 and soon passed to Philip Platt for preservation. Restoration took place between 1973 and 1975, since when the bus has taken part in numerous running days and rallies interspersed with time in store. It remains in good order and is expected to take a full part in DG's centenary celebrations.

Travel of Cambridge in 1977 for spares.

'I started work on 798 over ten years ago,' states Sam. 'I rebuilt the front axle and steering before renewing corroded and damaged steel bodywork. But the bus was in very poor order – the clutch brackets had evidently kept breaking while in Wales and instead of working out why the clutch was heavy, they were welded in place. I had to fit a replacement clutch.'

'On stripping the engine, the air cleaner was choked, the fuel filter was blocked and there were a number of other issues too,' he continues. 'The compressor's big ends were totally shot; the bus must have rattled like a tin can when driven to Devon. The dirt went into

the crankshaft and had to be cleaned out before I could fit a new set of bearings, pistons and rings.'

The cab and boot woodwork was replaced by a skilled carpenter at an early restoration stage, since when external work has seen damaged panels replaced and the aluminium trim removed, straightened as practicably possible, then refitted. The windows are currently out to enable the fitting of new rubbers, while Chris Walters has painted the roof and window surrounds in DG's traditional red and cream.

Interior work has seen the inspection traps renewed, the floor recovered and the seat frames repainted. Sidewalls and seat back coverings have been renewed

THE DEVON GENERAL SOCIETY

The Devon General Society was formed in 1982 to perpetuate interest in the Devon General Omnibus & Touring Co Ltd and its successors. The Society serves to encourage preservation for future generations,

bring together enthusiasts and former DG employees to recall the vehicles and operating experiences – new members are always welcome.

The Society is celebrating the centenary of DG's first operations with the

Centenary Bus Rally and Running Day at Newton Abbot Racecourse on Sunday 4 August. Other planned events include a mini running day in Torquay on Sunday 8 September.



www.devongeneral.org.uk  @devongeneralso1  @devongeneralsociety



503 (503 RUO) AND 513 (CTT 513C)

DG was an early user of the rear-engined Leyland Atlantean, buying several between 1959 and 1961. These unfortunately proved mechanically troublesome with further Atlanteans not acquired until 1966: 'Devon General experimentally turbocharged five Atlanteans for Torquay routes with a common bus stop halfway up a steep hill,' explains Sam. 'They could not leave this stop until their turbochargers gathered sufficient speed, but their fitting required removal of air cleaners causing other problems related to dirty incoming air.'

'Devon General then borrowed a demonstrator O.680-engined Atlantean from Leyland and tried three different

transmission ratios to find out which best suited the gradients – the 1966 batch was the result.'

But in the meantime, DG still required new double-deckers and returned to the AEC Regent V in medium and heavy-duty forms. Seven Weymann-bodied rear-entrance buses were followed by no fewer than 41 forward-entrance examples bodied by Metro-Cammell (16 in 1963 and five in 1966), Willowbrook (eight in 1964 and six in 1965) and Park Royal (six in 1965).

No 503 (503 RUO) was one of the 1964 Willowbrook-bodied batch delivered as 501-508 (501-508 RUO). It operated the final Newton Abbot Regent V duty in

1980, was withdrawn soon after and sold to a Surrey-based preservationist.

The Regent returned to Devon in 1982 when purchased by the late Colin Shears, with restoration starting after its 1995 sale to Ron Greet. This was unfinished when 503 passed to a Devon-based preservationist from whom the bus was acquired by the Trust in late-2013.

'503's back end was absolutely rusted out,' says Sam. 'The entire rear metalwork has been completely rebuilt. I am still trying to trace the wiring as there appears to be much missing. Restoration is finally nearing completion with 503 expected to be ready for the centenary event.'

Top left: **DR817 is a rear-entrance AEC Regent V, built for services operated jointly with Exeter City Transport.** DAVID JUKES

Top right: **The long-time preserved DR817 is seen outside the Trust's mid-Devon base. It has been a regular on the rally and running day scene since the 1970s.** DEVON GENERAL SOCIETY COLLECTION

Bottom left: **The restoration of No 503 (503 RUO), a Willowbrook-bodied AEC Regent V, has steadily progressed over several years and is finally nearing completion, as seen in the Trust's base this April.** DAVID JUKES

Upper right: **Devon General buses received this poppy red livery during their NBC ownership, as demonstrated by No 503 at Newton Abbot.**

Bottom right: **No 503's rear required substantial reconstruction at an earlier stage of its current restoration owing to corrosion of panels and framework.** Both: DEVON GENERAL SOCIETY COLLECTION





Top left: **AEC Regent V No 513 in service during the early-1970s with National Bus Company-style fleetnames on its traditional Devon General livery.**
DEVON GENERAL SOCIETY COLLECTION

Top right: **A National Bus Company poppy red-liveried 513 undergoing restoration at the Oxford Bus Museum in 1981.**
DEVON GENERAL SOCIETY COLLECTION

Below: **The square lines of 513's Park Royal bodywork are evident from the rear, although arguably disguised by the Devon General red and cream livery layout.**
DAVID JUKES



No 513 (CTT 513C) is one of six Park Royal-bodied Regent Vs acquired in 1965 as DG 509-514 (CTT 509-514C). Park Royal was an unusual choice as it had last supplied DG with double-deck buses in 1945 – the company was clearly pitching for business and hoped to secure further orders. The next went to Metro-Cammell...

No 513 was the last Regent V in DG service, passing from Western National to members of the Oxford Bus Museum soon after its 1980 withdrawal. It was restored to original DG livery before subsequently passing through many hands.

'We have been to a few places with it,' states Paul. 'Occasional things do need replacing – that is always going to happen – but the basic engineering is pretty good, and it just keeps going thanks to some robust mechanics.'

This Regent is fully active and takes a leading role publicising the Trust's activities.

KEEPING THE WHEELS TURNING

Practical help with vehicle restoration is a key area. Without this work takes longer or is outsourced commercially. The ongoing restoration of SR798 is led by Sam and a small band, namely Ken Baker, John Braga, Geoff Chidzey, Terry Damerel, Dave Jones and Chris Walters.

Chris outlines his involvement: 'I am not an avid bus person but am getting better! I was headhunted from the West Somerset Railway as DR817 would not fit through the doors of the railway's Williton workshop.'

'DR817 was the first bus into the then-new Exeter bus station and Philip Platt also wanted it to be the last upon its closure, for which it was repainted,' he continues. 'The railway arrangement

fell through, but they told Sam there was a volunteer. "What do you mean by volunteer?" he asked, and they said: "Here he is!" pointing to me.'

Chris repainted the Regent under adverse winter conditions – and then the bus station did not close when anticipated.

'I have been painting for about eight years,' says Chris. 'Most was on the railway as I have no mechanical or engineering skills and I quickly realised almost everything is painted. The engines and carriages kept me busy and I still go there, but the Trust is a 50-mile round trip from home and the railway twice that.'

Dave is a retired tradesman who lives locally and was intrigued by what the Trust was doing: 'It was the banging and crashing that attracted his attention,' explains Paul. 'He made the mistake of asking: "Is there anything I can do?" to which we replied: "Funny you should say that" – and grabbed him!'

Says Trust Chairman Peter Murnaghan: 'Like many preservation groups around the country, we rely entirely on our small army of volunteers. What they manage to achieve is remarkable given the very basic facilities we have.'

'The buses never fail to create interest when we take them onto the street. All credit is due to our volunteers – and we could always do with a few more hands.'

Relevant skills are not essential, although beneficial, as training can be given. Funds are always required for materials and parts, and to engage professionals for the tasks the Trust's volunteers cannot do themselves. Donations of all sizes are invaluable – please see www.dgot.co.uk or e-mail enquiries@dgot.co.uk to find out more.

Our thanks to Paul Jenkins and Sam Merrifield for their kind assistance and hospitality.

ITEMS WANTED

Simms sidelights with a flat lens about 2ins diameter for SR798.

CAV voltage regulator for DR661. To fit a 210 control box regulating a 7ins CAV twin field dynamo. (See picture)

If you can offer any help with these items please send an e-mail to: enquiries@dgot.co.uk





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DEVON GENERAL

Known for its smart deep red and white-liveried vehicles, Devon General was a favourite amongst enthusiasts, many of whom holidayed in the Torbay area.



Top: **Devon General** was an early follower of the Leyland Atlantean, building up a sizeable fleet between 1959 and 1969. MCCW-bodied DL881 (881 ATA), seen here in Oct 1975, was a member of the first batch of 17 delivered in 1959.

Centre: **Probably the best-known Devon General Atlanteans** were the nine-strong MCCW-bodied 'Sea Dog' class convertible open-toppers new in 1961. Following service with Devon General, many went on to serve other NBC operators, their versatility making them highly desirable. Seen here in Torquay in 1977 in poppy red and white DL931 (931 GTA) *Sir Thomas Howard* was the only member of the class to have ever been painted leaf green. Latterly it was one of three to be transferred to East Yorkshire where it received the name *Bridlington Star*. Re-registered NAT 747A upon withdrawal it was sold to Wombwell diesels before being saved for preservation.



Bottom: In Exeter bus station in July 1977, Massey-bodied Leyland Leopard No 202 (GFJ 602D). New to Exeter Corporation in 1966 as its No 2, it passed with that undertaking to Devon General in 1970.



Right: In Exmouth in July 1977 Marshall-bodied Leyland Panther 217 (TDV 217J) prepares to return to Exeter. Ordered by Exeter Corporation, No 217 was delivered directly to Devon General in 1970. In later service it became an information bus with Midland Red South, a role it still performs today for the West Country Historic Omnibus and Transport Trust.

Below: Seen in July 1985, Bristol VRT/SL3 UTO 632S was sold directly when new in 1977 without use by Trent to Northern General to become its No 3341. Before transfer to Devon General it was painted yellow and used as a trainer. The bus finished service with Western National.



Right: New to Western National in 1978 and transferred to Devon General in July 1984, Bristol VRT/SL3 is seen here in Paignton in 1992. No 940 (VDV 140S), being a member of the Warship Class of convertible open-toppers, it was named *Invincible*. It was transferred in 1992 to East Yorkshire/Scarborough & District and sold in 2007 to K&J Logistics and used in its York Pullman fleet. Following one season's use, the bus was sold on again to Mortons Coaches near Basingstoke where it spent one season operating 'The Hampshire Pullman' between Winchester and the Mid-Hants Railway at Alresford. Sold again in 2008, the VRT is now a mobile bar in Italy.





Burlingham OB Beauty

No wonder Lodge Coaches waived its normal collection policy to add this now beautifully restored Burlingham 'Baby Seagull'-bodied Bedford OB to its heritage fleet. NICK LARKIN reports.

Ah yes, the Bedford OB, is arguably Britain's best-known classic coach, celebrating its 80th birthday this year with many examples still earning their keep on 'heritage' private hires and the saviour of many a small, independent operator over the years.

OB OVERVIEW

An incredible 12,766 OBs were built, mostly with Duple Vista bodywork and some buses. Mention of these vehicles conjures up images of 1950s Women's Institute branch members on their annual outing to a stately home or cookery demonstration covering how to make sardine and Marmite pudding and pineapple upside down cake.

The OB would have its traditional bonnet and big mudguards, and of course

accompanying the glorious musical whines of petrol engines would be the odd crunch from the non-synchromesh 'box.

However, 20 OBs entering service during 1947 to a large degree contradicted these conventions even when new, and even more so when, in 1953, something unique happened.

The vehicles in question, 1947 examples registered FFS 856-75, were firstly unusual for being such a sizable batch of OBs, ie 20.

Their new owner was Scottish Motor Traction (SMT) then jointly owned by the London Midland and Scottish and London & North Eastern Railway companies.

This would, on its late-1940s nationalisation, have a fleet of around 4,000 vehicles shared among its subsidiaries, yet had never been a significant Bedford customer.

The vehicles were fitted with 25/29-seat bodies built by SMT itself with parts supplied by Duple. They were intended primarily for use on tours.

SMT must have been pleased with these non-standard acquisitions, and was

also suffering from a shortage of touring coaches when, in 1953, the decision was taken to have all 20 OBs rebodied.

The choice of contractor to do the work, the major Blackpool-based coachbuilders H. V. Burlingham may have seemed an unusual choice. For the record, Burlingham had been established in 1928 and would be taken over by Duple in 1960.

In fact the firm had already bodied a batch of Bedford SBs (JSF 815-33) for SMT's parent, the now nationalised concern Scottish and rebodied assorted AEC Regals.

The OBs were treated to some fine coachwork, basically a miniature version of the full-fronted Burlingham Seagull body introduced in 1950 and regarded by many as one of the most attractive designs ever. The SMT vehicles became known as 'Baby Seagulls', and would go on to give good further service, some passing to SMT sister company Highland Omnibus and many finishing up with independent operators. The history of this unique batch of Bedford OBs is continuing.

FFS 867'S STORY

The 'star' of this feature, Bedford OB chassis number 58326, registration FFS 867, had been new to SMT as a 29-seater with fleet number C167, receiving its new body in 1953.

After further service with SMT the coach passed to O'Brian of Kinbrace in the Scottish Highlands, being withdrawn in 1972. The Bedford was then acquired by Tom Forsyth of Carluke in 1986 and was acquired by Lodge Coaches of High Easter Essex in March 2017.

Lodge's is celebrating its 100th anniversary next year and is still in family ownership. A full feature on Lodge's vehicle museum, better known as 'The Toybox,' appeared in *s B&CP*, March 2019'.

To briefly recap, the collection, which includes cars and a lorry as well as coaches, can be traced back to 1989, when director Andrew Lodge, who had always wanted to restore a vehicle, bought 1956 Bedford SB with Duple Super Vega bodywork, MJB 481, from Abbeyways of Halifax. It had been new to Chiltonian Coaches of Chilton Foliat, Berkshire.

A ten-year restoration followed, during which time the Lodge family decided to build up a collection of major vehicle types operated by Lodge Coaches over the years.

The collection now includes three OBs apart from the Burlingham example. LTA 752, new to Western National in 1950. Later being bought by Lincolnshire Road Car and converted to 'semi toastrack' specification; TMY 700, ex-Essex County Coaches of Stratford, and CFV 851 began its career with Wood's of Blackpool in 1948.

Bedford SB, WTL and Ford Model T are also represented in the collection along with YMJ 555S, an immaculate Bedford YMT with Duple C45F bodywork, new to Lodge's in 1978. Most of the preserved fleet is operational and

sees regular use on everything from private hire to film work.

During our visit to 'The Toybox,' restoration on the Burlingham-bodied OB was nearing completion. We were most intrigued by the vehicle and delighted to accept an invitation to feature it when finished.

SMALL BUT PERFECTLY FORMED

First impressions were just how small but perfectly formed this vehicle is. The subtle and unsubtle body curves surely approach perfection, and the considerable exterior brightwork is also stylish. Lodge's blue and cream livery compliments it superbly.

Andrew Lodge said the vehicle was in driveable condition when he was contacted about it by Bedford guru John Wakefield, of The Wakefield Files fame.

'The Bedford had been off the road for many years. The engine ran, but not too well, and the interior was past its best,' Andrew remembers.

The Bedford was transported to Lodge's High Easter, Essex base, where work began. Almost everything was tackled in-house by Peter Thorpe, Greg Curtis and Andrew Lodge.

The chassis, in good condition, was carefully cleaned and painted, and the engine given a thorough service. The carburettor was overhauled, and the

radiator re-cored. The brakes were rebuilt with new chambers and the propshaft fitted with new unions. The water pump was replaced.

A rewire was completed by auto electrical engineer Mark Bulling. Guy Autos overhauled the starter motor and horn.

The coach had obviously benefitted from having been kept undercover, and the woodwork had survived well. A couple of panels needed to be replaced before the paintwork was taken back to bare metal, etch-primed and then given four top coats of paint. The signwriting was carried out by Arnold Frost, whose work has appeared on Lodge vehicles since the 1970s.

A massive task was carefully cleaning and polishing all the external and internal brightwork. 'It took weeks,' says Andrew. A replacement front bumper was made as the original was missing.

The Bedford's original seats were sent to Eastgate Coach Trimmers of Pickering, North Yorkshire for a retrim and refurbishment and look superb in a moquette style once used by East Yorkshire.

Meanwhile the roof lining and material on the seat side panels was replaced — a major job. Thankfully the sunroof Perspex and the mechanism had survived well. The interior lights were also in good condition.



Opposite: **Burlingham Baby Seagull bodywork certainly adds style to the Bedford OB.** NICK LARKIN

This page, top: **The coach as acquired. Plenty of work was needed.** JOHN WAKEFIELD

Bottom left: **Original interior was definitely past its best.** JOHN WAKEFIELD

Bottom right: **The interior prior to refitting of seats.** NICK LARKIN





Left and below left: **Cab is an ingenious design!**

Main picture: **BEDFORD in its element on country roads.**

Bottom left, upper: **Bedford's familiar 3.5-litre petrol engine in different surroundings.**

Bottom left, lower: **Bedford retains Burlingham's traditional seat supports depicting Blackpool Tower.**

Bottom right: **Traditional signwriting complements coach.** All: NICK LARKIN



A couple of the floorboards were replaced before the floor was relaid and given a new covering. Most of the interior woodwork was original and in good order.

Finally, the OB was finished and ready for its post-restoration debut on the 2019 Ipswich to Felixstowe run, where it performed perfectly.

'It went down very well. Some people didn't know what the coach was — I don't think one of these vehicles has been seen this far south, but there were a lot of people who were in the know.' The Bedford will now be available for private hire duties as part of Lodge's heritage fleet.

The coach is certainly a joy to ride on. With only 24 seats there's a reasonable amount of space, the coach is beautifully appointed with much attention to detail including the seat supports featuring an image of Blackpool Tower, a legendary

feature of Burlingham bodywork.

The typical Bedford OB engine and gearbox sounds are slightly muted on this coach, rather than louder, I did noticed that selecting reverse produced quite a unique sound I compared to a rather cross sheep.

The SMT OBs were fitted with a synchromesh gearbox when they were rebodied, the 'box being in good order on this vehicle.

The Perspex sunroof panels make the coach feel light and airy, interior woodwork and brightwork shine magnificently, and this is definitely a very nice place to be — at least for the passenger.

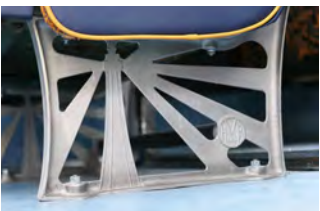
For the driver, well? Even the most agile may find a challenge here. He or she has to access a narrow channel, risking a severe attack from the handbrake, to get to his or her seat which is directly attached

to a raised platform next to the engine cover. Interestingly the radiator is topped up from inside the coach, and it wouldn't be a great situation if the engine started boiling.

The angle of the steering column has been changed as part of the conversion by Burlingham. To be honest though, the design, apparently specified by SMT is quite ingenious. The traditional OB instruments; speedometer, fuel and temperature gauge are all present, but repositioned.

What a vehicle. As Andrew says; 'This OB falls outside our policy of collecting vehicles similar to those we ran, but to be honest we couldn't resist it'. Understandable!

A Bedford Coach Day celebrating the OB is planned at Lodge Coaches' High Easter premises on Sunday 8 September.





DAVID JUKES presents an extra helping of mature vehicles still doing what they do best; this time focusing on some of spring's running day events.





CUMBRIA EASTER RALLY

The 21st Cumbria Easter Rally was held in Kirkby Stephen and Brough on 20/21 April, featuring several preserved buses and coaches on its free bus service and road run. (1) Passing through Brough Sowerby on 20 April is former Merseybus 1301 (DKC 301L), a 1972 Alexander AL-bodied Leyland Atlantean

AN68/IR new to Merseyside PTE. (2) Heading south on the A685 at nearby Winton the same day is ex-Ribble 1481 (TRN 481V), a 1980 Eastern Coach Works-bodied Leyland Atlantean AN68/IR, complete with Autofare Bus signs. (3) Kirkby Stephen town centre hosts former Barrow in Furness

Corporation 169 (CEO 956), a 1958 Park Royal-bodied Leyland Titan PD2/40, preserved in the operator's later livery variant. (4) Former Western Welsh 7 (TUH 7), a 1960 dual-purpose Harrington-bodied Albion Nimbus, leads KFF 586P, a 1976 Plaxton Supreme-bodied AEC Reliance new to Regina Coaches of

Blaenau Ffestiniog, which is restored as a memorial to the former Clyde Coast undertaking, at Mazon Wath. (5) Seen shortly after at the same location is former WJC Buses VMP 10G, a 1969 Alexander Y-bodied AEC Reliance new to the Road Transport Industry Training Board. Pictures: ANTHONY HICKS



LOTHIAN VINTAGE RUNNING DAY

The centenary of municipal ownership of Edinburgh's road-based public transport is being celebrated this year by Lothian Buses with several events in the city. A vintage running day was held on 13 April featuring these former Edinburgh Corporation vehicles from Lothian Buses' own preserved fleet among others. (1) Passing along London Road is 665 (ASC 665B), a 1964 Alexander E-bodied Leyland Titan PD3/6. (2) Greenhill Gardens, Morningside, hosts 801 (ESF 801C), a 1965 panoramic-windowed Alexander A-bodied Leyland Atlantean PDRI/1. (3) The previous decade is represented in Beaufort Road by 480 (LFS 480), a 1954 Metro-Cammell 'Orion'-bodied Leyland Titan PD2/20 of the type memorably described by a corporation member as 'monstrous masses of shivering tin' when new. Pictures: MARK LYONS



PENZANCE RUNNING DAY

The Cornwall Bus Preservation Society in association with the Thames Valley & Great Western Omnibus Trust ran free vintage bus services in Penzance and West Cornwall on 21 April. (1) Former First Western National 38873 (LFJ 873W), a 1981 Eastern Coach Works-bodied Bristol VRT/SL3/6LXC which was the last of its type delivered new to Western National (as its 1226), was brought out of storage for the first time in over ten years for the event. (2) Ex-Bristol Omnibus 2934 (924 AHY), a 1958 ECW-bodied Bristol MW5G with cream window surrounds rather than the later cream band, is seen about to turn into the Gwavas Estate with part of Penzance stretching out beyond.

Pictures: TOM CARTER (1)/
DWR PICTURE LIBRARY (2)





BESIDE THE SEASIDE

The Taunton Historic Bus Group and Quantock Heritage held a Minehead-based running day on 12 May. (1) Heading towards Dunster is former Devon General DR210 (OD 7497), a 1934 Short Bros-bodied AEC Regent converted to open-top form in 1955. (2) Crossing the River Avill on the outskirts of Dunster while bound for Timberscombe is ex-W Alexander & Sons P721 (VD 3433), a 1934 Leyland Lion LT5A with 1945 Alexander body. The Lion was new to Central SMT as its F37 with a Leyland body which was removed after sale to Alexanders via a Glasgow dealer in 1945; the chassis was then re-engined and rebodied. Pictures: WILLIAM SPENCER



Winchester's Red-Letter Day

The Friends of King Alfred Buses' running day on 6 May marked the preservation debut of the Friends' former King Alfred Motor Services AEC Renown 596 LCG in National Bus Company livery. DAVID JUKES presents this and some of the day's other highlights.



Top: Former King Alfred Motor Services (KAMS) 596 LCG, a 1964 Park Royal-bodied AEC Renown, passed with the KAMS operations to Hants & Dorset (H&D) in April 1973. It later received National Bus Company (NBC) poppy red livery as H&D 2212, now reapplied in NBC's 50th anniversary year as seen turning from City Road into Andover Road. All pictures: DAVID JUKES

Centre: Also regaining a red-based livery is Messrs Manning and Thomas's former Brighton Hove & District 91 (KPM 91E), a 1967 Eastern Coach Works-bodied Bristol Lodekka FLF6G which until very recently carried all-over Tilling cream. The Lodekka was exchanged by Southdown for an Eastern Scottish Bristol VRT, the latter operator converting the FLF to open-top form in 1983.



Bottom left: Roger Burdett's NTU 125, a 1951 Metalcraft-bodied Foden PVRF6 new to Hollinshead's Coaches of Scholar Green, Stoke on Trent, added its distinctive sound to the event. It proved most popular, as may be judged by the capacity load carried here.

Bottom right: Maintaining the red-liveried theme is Trevor Shore's ex-Hants & Dorset 1254 (KRU 224F), a 1967 ECW-bodied Bristol Lodekka FLF6G restored in NBC Red livery for private hire work as Dekkabus. The Lodekka was re-engined earlier this year – a Gardner 6LW unit replacing its Bristol BVW.



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LLANDUDNO

This year we feature vehicles ferrying the 1,000s of visitors between the rally site at Bodafon Fields and the town centre. HUGH JONES reports.



2019

Bus & Coach
PRESERVATION



Recently featured on the pages of this magazine, West Bromwich 101 (NEA 101E), a 1967 MCW-bodied Daimler Fleetline, was one of three buses attending from the Transport Museum, Wythall.



Top: A familiar sight at rallies in the North West, Crosville ERG3 (OFM 3E) is a 42-seat dual-purpose Bristol RESL6G new in 1967. It is seen here turning onto South Parade on its way back to the Llandudno Transport Festival site at Bodafon Fields. Pictures: HUGH JONES

Centre: St Helens 55 (MDJ 555E) is a beautifully restored example of a fibreglass-fronted Leyland PD2A/47, the genre often referred to as a 'St Helens Front', so called, as St Helens was the first operator to champion the style. Bodywork is by East Lancs, the bus having been new in 1967.

Bottom: New to Midland Red North as its 1902 EEH 902Y, a 1983 Leyland Olympian regularly attends the event. The bus is seen here in Mostyn Avenue heading towards the town centre.





Round the Orme

Llandudno UDC, one of our smallest municipal bus operators, was a late arrival on the scene, the 30 July 1928 seeing the first service traverse Marine Drive on its way to circle the Great Orme. Initially the service operated during the summer season only using just two toastrack vehicles – a Guy and a Dennis G.

The service proved to be extremely popular, so much so that further four Dennis toastracks vehicles were purchased over the following seasons. In 1928, a depot in Builder Street West was opened in order to accommodate the fledgling fleet.

The fleet remained unchanged until 1935, when the original Guy was replaced by a new Guy Wolf with a body carrying detachable side panels and in 1937 the original Dennis was replaced by a coach-bodied Commer with roll-back canvas roof whilst another similarly bodied vehicle joined the fleet in 1938.

During the 1950s the fleet reached a maximum of 17 as a result of new services including a circular taking in the Little

Orme, Gloddaeth Woods, Llanrhos and the West Shore which began in 1950. The following year, a service to St Tudno's Church on the Great Orme began for which two Fodens with Sprag gear to prevent run-back on the exceptionally steep climb joined the fleet. Cream was added to the plain maroon livery.

Also in 1951 three Guy Wolf buses, all with Metalcraft bodies, entered the fleet. In 1953 the service to the Great Orme was supplemented by running extra shuttles to St Tudno's Church for the open-air service at 11:00 on Sunday.

In 1968 a pair of Dennis Pax with Dennis bodies were delivered replacing the Fodens on the St Tudno route and heralded a change in livery to blue and cream.

On 1 April 1974 Llandudno UDC became part of the new Aberconwy District Council in the county of Gwynedd. All the bus services and vehicles, including the Great Orme Railway, were transferred to the new authority, marking the end of Llandudno

UDC as an independent municipal operator. After the take-over a livery of red and grey was adopted.

Aberconwy continued to operate the service until the mid-1990s purchasing both new and secondhand Bedfords to augment and replace the traditional fleet. For the last 20 years or so, Alpine Coaches of Llandudno has maintained a seasonal 'Round the Orme' service.

In total Llandudno/Aberconwy operated just 28 vehicles, many unique to the operator, in its 70-year history. It has, however, left us a high proportion of its fleet in the ranks of preserved buses, many of which have appeared on these pages over the years. Here, however, we look back...

Traditionally, Llandudno's fleet lured passengers from a middle-of-the-road site at the junction of North Parade and South Parade adjacent to the seafront. In this June 1973 scene we see Metalcraft-bodied Guy Wolf AJC 550 and Roe-bodied CCC 597. Both are now preserved.



Top left: Also now preserved is Barnard-bodied Guy Wolf JC 8344, seen here in traditional livery in the company of one of the three forward-control Guy Wolfs.

Top right: JC 8344 was itself to receive blue and cream, the only normal-control Guy so to do. It is seen here acting as a booking office on North Parade in July 1996.

Centre: The three 1951 Metalcraft-bodied Guy Wolfs proved to be very long-lived, not being withdrawn until after the arrival of the Aberconwy era. AJC 552 awaits custom on North Parade, date unknown, but a mere 36 'bob', bought you a one-hour tour taking in marine, mountain, country and woodland scenery'. Now who could resist that?

Bottom: The pair of 1954 Roe-bodied Guy Otters were also enduring vehicles, seeing well over 20 years service apiece. Here in October 1974 CCC 597 demonstrates what it was (and still is) all about.



This page, top to bottom: **Caught on camera in June 1981, sister bus CCC 596 looks smart in the Aberconwy livery. By 1988 the Otter had been preserved, passing to Alpine of Llandudno for continued preservation in original livery in 1993. Since then it has made many 'celebrity' appearances in service.**

Introducing a new blue and cream livery and replacing the two Fodens on the 'church' service in 1968 were two Dennis Pax with saloon bodywork also by Dennis. FJC 737F is seen making the descent in June 1973. Sister vehicle FJC 738F is preserved.

With the change of regime in 1974 came a new vehicle policy which saw the introduction of the humble Bedford — namely a pair of SBs new in 1976 and a collection of VASs. Here in June 1981 Aberconwy KCC 782P, a Bedford SB5 with Willowbrook body also makes the descent from St Tudno's Church. Unlicensed since 1993, KCC 782P must be presumed scrapped.

In a bold blue livery matching that of the Great Orme trams and with Great Orme Tours fleetnames 1971 Duple Vista 25-bodied Bedford VAS5 YHP760J is seen in May 1998 on the Orme. New to Bonas (Supreme Coaches) of Coventry, it had been with Great Orme Tours for less than a year. Interim owners included Smallman of Newcastle on Clun, Walker of Old Windsor and Windsonian. Initially preserved, it was sold to travellers in 2007 and painted green and had a roof rack added for carrying marquee poles.





Birmingham Buses at Aldridge

The Aldridge Transport Museum held its well-attended Spring Running Day on 28 April. The event included a unique opportunity to see three former Birmingham City Transport Leyland Tiger PS2s following the recent restoration of 2257 (JOJ 257).



Top: The three former Birmingham City Transport (BCT) Weymann-bodied Leyland Tiger PS2s of 1950-vintage were lined up for the photographers' benefit. From left to right are: 2245 (JOJ 245), owned by the Transport Museum, Wythall; 2257 (JOJ 257), recently restored by Quantock Heritage; and 2231 (JOJ 231), owned by Tim Bickley. A full feature on 2257 will appear in the next issue.

All pictures: SIMON GILL

Centre: It may look like a standard Birmingham bus but former BCT 3002 (LOG 302) is the unique lightweight Metro-Cammell-bodied Daimler CLG5 which entered service in 1954. 3002 operated from Acocks Green for its entire service life with BCT and West Midlands PTE, being sold for preservation after its June 1972 withdrawal.



Bottom: Ex-BCT 2222, a 1950 Park Royal-bodied Leyland Titan PD2/1, was one of several former Birmingham buses running the event's free bus services. The 50 buses of this type for BCT (Nos 2181-2230) featured only those operator-standard fittings that could be fitted into Park Royal's standard bodyshell without its alteration.

Quorn & Woodhouse Spectacular

The Quorn & Woodhouse Station-based Bus & Train Spectacular of 27 April was organised by the Leicester Transport Heritage Trust and the Great Central Railway. It included several local themes which created much interest and attracted seven vehicles with bodywork constructed locally in Loughborough by Yeates and Willowbrook.



Two former Leicester City Transport buses forming part of the Leicester Museums Collection are 329 (CBC 921), a 1939 Northern Counties-bodied AEC Renown and 164 (TBC 164), a 1958 Leyland Titan PD3/I with Willowbrook bodywork. SIMON GILL



Centre left: **Making its first rally appearance after its recent acquisition by Quantock Heritage is former SMT J66 (DSG 169), a 1942 Leyland Titan TD5 with lowbridge Alexander bodywork built on Leyland frames.**

Centre right: **One of the Yeates-bodied coaches taking part in a tour of the former Yeates and Willowbrook coachbuilding sites was ex-Felix Bus Services 618 KRA, a 1959 Bedford SBI owned by Paul Chambers. We hope to present a full feature on this coach in a forthcoming issue. Both: SIMON GILL**



Above: **Also taking part in the tour was former Barton 966 (966 RVO), a 1963 dual-door Yeates-bodied Bedford VAL14. It is seen at Willowbrook's final Royal Way site used after the company's relocation within Loughborough from Derby Road. MIKE GREENWOOD**

Former Leicester 329 (CBC 921) celebrates its 80th birthday this year. An A4-size booklet about 329 and its sister Renowns was launched at the event; it is available for £5 plus £2.50 P&P from LTHT, 13 Warren Road, Enderby, Leicester LE19 2DR. Please make cheques payable to 'Leicester Transport Heritage Trust'. It can also be bought online at www.ebay.co.uk/itm/202673631702?ul_noapp=true





LOW-HEIGHT BEDFORD VAL

SIMON GILL examines former North Western 139 (AJA 139B), a specially built low-height Strachans-bodied Bedford VAL14 which was one of ten bought for a specific purpose.

Exactly fifty years ago on 5 June 1969 a Bedford VAL had a starring role in the film *The Italian Job* where a Harrington Legionnaire-bodied coach teetered on the edge of a cliff with Michael Caine saying: 'I've got a great idea...' So, with the film's closing theme tune *Getta Bloomin' Move On!* (*The Self Preservation Society*) by Quincy Jones humming in your mind, let us look at an equally important Bedford VAL that has just emerged from Reliance Bus Works.

LOW BRIDGE

The North Western Road Car Co Ltd indirect service 98 from Altrincham to Warrington passed under a narrow bridge with nominal headroom of only 8ft 9ins although the centre arch was about 10ft high. The bridge, near the village

of Dunham Woodhouses, carried canal pioneer James Brindley's Bridgewater Canal extension which originally opened in 1761 to transport coal from mines in Worsley to Manchester.

North Western had used some of its vertical-engined single-deckers on the route, but by 1964 its remaining eight Bristol L5Gs with Willowbrook or Weymann bodies were due for withdrawal. The operator's underfloor-engined vehicles were too high to pass under the bridge so what could they do?

The company's engineers used their initiative, the low-framed Bedford VAL14 chassis and special bodies built by Strachans, which had previously supplied a few vehicles to the company, to produce an imaginative and unique solution.

PROBLEM SOLVED

The Strachans designed and built bodies on the ten VAL chassis were similar to those assembled by other manufacturers for the BET group, complete with double curvature windscreen, but incorporated a crucial change – an arc-shaped roof which was only 9ft 6in (2.89m) high at its centre and 8ft (2.43m) at the cant rail above the windows to fit under the bridge.

Their 52 seats came from some of the previous year's Willowbrook-bodied AEC Reliance saloons which were re-seated. The Bedfords were very light with an unladen weight of just 5 tons 15 cwt in comparison to over 8 tons for other single-deck models. Painted in North Western's traditional red and cream bus livery, the first two, Nos 130/131 (AJA 130/131B), entered service in July 1964 followed by



the other eight, Nos 132-139 (AJA 132-139B), in August.

Allocated to Altrincham garage and frequently out-stationed at Warrington Corporation Transport's depot, they suited the purpose admirably. The VALs were also used on other services in the area including the 40/41 Halebarns circulars and 38/39 short-workings to Knutsford, even venturing further afield to Blackpool and Llandudno on summer express services when holiday maker loadings demanded it.

Being lightweight buses, and with brakes requiring frequent attention, they were withdrawn in 1971 on expiry of their initial seven-year Certificate of Fitness. They were replaced by nine Eastern Coach Works-bodied Bristol RELL6Ls, Nos 373-81 (SJA 373-81J), which also featured the curved roofline. Ironically the bridge was altered shortly after they entered service to allow conventional single-deckers to pass beneath. The REs and route passed to Crosville on the 1972 break-up of North Western.

Opposite: **The canal bridge near Dunham Woodhouses is now rebuilt so another with a similar contour, albeit slightly taller, illustrates how well the Strachans-bodied Bedford VAL's roof profile suited its original purpose.** SIMON GILL

Above left: **AJA 139B operates a school duty during its seven-year North Western service.** LEN WRIGHT

Above right: **Part of 139's 14 years' service with Jones of Flint was spent in this advertising livery celebrating the company's six decades of community service and promoting its British Leyland car dealership.** MARTYN HEARSON

Right: **A partly dismantled 139 on arrival at Reliance Bus Works in November 2018.** MARTYN HEARSON

AJA 139B

No 139 (AJA 139B) was new in August 1964. It passed to Jones of Flint after withdrawal in 1971 and its cream window surrounds were repainted blue.

An all-over advertisement was applied by the late-1970s which celebrated Jones' 60 years' service to the community and promoted their British Leyland car dealership.

THE BEDFORD VAL

The VAL made its debut in September 1962 as Bedford's radical answer to a regulation change allowing an increased maximum length of single deck buses and coaches from 30ft to 36ft (11m). Bedford lacked a model suitable for a 36ft long passenger chassis, especially with the forward-mounted engine it favoured at the time. Its ingenious idea was a new chassis with twin steering front axles and 16ins wheels which, compared to the usual 20ins size, allowed the chassis frame to be lowered by 6ins to 30ins from ground level, without interior wheelarch protrusion.

Bedford also lacked a suitable engine of its until late-1967. The original VAL14

model was therefore fitted with a vertical Leyland O.400, 6.54-litre engine developing 125bhp. A Clark-designed five-speed gearbox, manufactured under licence by Turner, was fitted with overdrive fifth and direct fourth gears, with synchromesh on all but first and reverse. Cost was a major attraction to some operators as the original chassis price was £1,775; almost £1,000 less than other contemporary 36ft chassis sold in Britain.

The VAL offered good weight distribution with conventional leaf springs producing a smooth stable ride; the driver also benefiting from power-assisted steering

which was unheard of on British PSVs at the time. Safety was an important selling point with advertising claiming that in the event of a front tyre blow-out the VAL could be kept under control. Over 2,100 VALs were produced, most of which were bodied as coaches with relatively few buses built – some of these featuring basic unattractive designs. Class leading fuel consumption of 15-17mpg was achieved.

The Bedford VAL's Achilles heel was its small brakes, necessitated by the 16ins wheels, which rapidly wore and required frequent maintenance. Engine noise was also a factor for driver and passengers alike.





No 139 was withdrawn in 1985, passing to D. Hilton of Blackpool for preservation in June 1988. It was sold to S. Jackson of Blackpool by April 1997 then acquired two years later by M. Hughes of Warrington for continued preservation. The VAL could be seen at the North West Museum of Road Transport, St Helens, for many years.

RESTORATION

A 2018 change of ownership saw 139 transported last November to Reliance Bus Works, which was entrusted with the task of completing its restoration and making it roadworthy once again.

An initial inspection revealed the chassis and body were in very good condition considering both their age and lightweight construction – no doubt helped by undercover storage – with only minor chassis repairs needed. A few

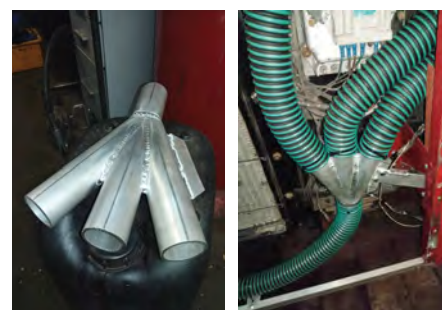
Above: **Echoes of a standard BET-style body can be seen with double curvature windscreen and side profile. No 139 just oozes character as it approaches a road junction during our road test.**

Below: **The Bedford VAL's twin steering axles are ably demonstrated as 139 makes a tight turn.** Both: SIMON GILL

Right: **The newly fabricated aluminium demister pipe splitter.** MARTYN HEARSON

panels were also replaced.

Various body and mechanical parts had been removed and stored inside the bus, so the greatest challenge was working out how they fitted back together! For example, the demister pipes resembled





spaghetti inside the front panel. Iain Boote fabricated an aluminium three-way ducting splitter which provided a perfectly neat solution.

As may be imagined, given the VALs' notorious reputation, the brakes required a complete overhaul that included brake master cylinder reconditioning and new brake pipes. The wheels were then cleaned, repainted and new tyres fitted.

Electrical issues were resolved by rewiring and sorting out the charging system. The air-operated doors were re-piped and overhauled, this work followed by a full service including oil and filters changes. Surprisingly, there was no

easy way to check fluid levels, so a small hatch was cut into the interior bonnet cover's top – another problem solved!

With the remaining front body panels reassembled and new window rubbers fitted, 139 was dispatched to a local painting contractor for repainting in original North Western livery.

ON THE ROAD

Drivers need to thread themselves into the driver's seat by climbing over the lower door partition at the back of the cab before negotiating the handbrake and

gear levers. Once comfortably seated, a road test undertaken before handing 139 back to its owner confirmed everything was working well; the power steering being particularly useful on some tight country roads.

As can be seen from the photographs, 139 is a splendid and unusual addition to the ranks of restored buses back on the road for us to enjoy 'We're in a bus preservation society!'

Our thanks to Martyn Hearson of Reliance Bus Works for his assistance with the photo shoot and this feature.



Top left and centre: **Comfortable high-backed seats are fitted. There was still enough headroom for overhead luggage racks despite the low roofline.**

Upper left and centre: **The driver's cab incorporates the front-mounted engine's compartment with passengers passing a single nearside seat when boarding and alighting. Access to the cab is through a front bulkhead door; the driver must negotiate the step, handbrake and gear lever.**

Top right: **Driver's cab with standard Bedford instrument binnacle on top of the dash panel. SIMON GILL**

Above: **No 139 features an unusual gearbox layout; it is perhaps fortunate first is rarely needed. SIMON GILL**

Right: **This view clearly shows the VAL's long rear overhang and small wheels. All: SIMON GILL**



Welcome Aboard

In this instalment of his restoration series ASHLEY BLACKMAN examines the restoration of bus and coach interiors.



Interior restoration – where to begin? There is much to cover as there are so many different interiors influenced by era, bodybuilder and/or operator. We aim to cover interior restorations in three parts; this, the first, will cover the interior shell – ceilings, side panels and floor. The next will look at moquette and the final part will examine details such as Clayton heaters and jelly-mould light fittings. If there is anything specific you would like me to cover in the next two articles, please e-mail: info@ashleyblackman.co.uk.

ASSESSING THE DAMAGE

Interiors can be overwhelming to restore, especially if you have two decks and lots

of missing or damaged rare parts. There is that overwhelming feeling after buying a new vehicle then looking at its interior: 'Where do I start and how can I clean this up and make it more inviting?'

The extent of restoration will depend on how well it has been looked after in the past and where it has been stored. If your vehicle is completely trashed inside, you will have to strip everything out and start again. Or it may be partially worn and look worse than it is, needing only a few tweaks. You could be lucky and purchase a well-kept vehicle only in need of a deep clean and polish.

Whatever state you find your vehicle, it is very important to keep on top of

reviving its interior when things need to be restored or replaced to avoid further deterioration and a large spend. Make sure you dry store your vehicle to avoid damp and water ingress and sun damage.

Keep on top of the cleaning after you return from trips out or events – not a fun job, but a must to keep everything in a great condition and protected for the future. Don't neglect the interior of your pride and joy as you will regret it later and people will not want to travel with you if you have a damp and dismal vehicle.

PLANNING JOBS TO DO

It is possible to transform the interior of your bus or coach by restoring a few items. And you don't have to spend a fortune all at once unless you have a major restoration on your hands.

As an example of worst-case scenario, Kirsty and I recently purchased HDD 654, a Black and White Motorways 1948 Bristol L6G, and its interior needs a full restoration. It was completely stripped out with lots missing, leaving few clues of how it should look.

We relish the challenge but, because it is a luxurious coach with lots of fine details, it will require considerable investment in time and money to restore to as-new condition. We lack interior photographs so have instead spoken to a couple of people who travelled on the HDDs in the 1950s and recalled invaluable details. The challenge is sometimes not the work but also understanding how the interior should look and where to source rare spare parts.

It is getting much harder to replace original features unless you have the funds and patterns to get special reproductions made or know exactly who to contact. Facebook groups and

Top: When restoring double-deckers, I usually restore the platform and staircase structures then any rotten flooring. The upper-deck restoration is followed by the staircase and lower-deck.

All pictures: ASHLEY BLACKMAN

Left: A Bristol KSW interior awaiting restoration.



Right: **Years of neglect can make a restoration appear much worse and more overwhelming than it is.**

Far right: **Positioning the newly painted and re-trimmed gearbox cover before removing again to fit new floor covering.**

Below left: **Preparation in progress with interior completely stripped out.**

Below right: **Working from the top down is the most sensible process. Here the ceiling is painted, followed by the side panels before laying floor covering.**

word of mouth are powerful tools when looking for specific items and supplier recommendations.

CONSIDERATIONS

There is much to consider regarding the interior condition. Rot may not be immediately obvious but very important to find for the safety of you and your passengers. You should know your vehicle inside out; never purchase a bus or coach and expect it to be in a safe state under the surface.

Grab a notepad and do a walk-around check. Do you have any reference photographs of the interior when new? Is anything missing you need to source? Does the ceiling require some preparation and repainting, or do you have a Melamine/Formica ceiling just requiring a deep clean? Is there any beading hanging down? This could be a sign of rotten wood or corroding steel, usually from water ingress.

Looking to the floor, what condition is it in? Can you see any lino lifting from water ingress? This usually happens in the corners and edges. Are there any weak sections of flooring (a sign of rot) underneath? Are there any loose or weak sections on the staircase, platform or steps?



You may need to remove seat frames to properly examine the floor's condition. Rusty or paint-flaky seat frames? Dirty, damp, moth-eaten seats? Any handles or poles missing? Do the bells and lights work? Do you want to add any interior adverts? The list is endless, but make sure to check everything from both safety and cosmetic points of view.

If you must restore everything, you should plan the restoration as and when you have funds. But always work on rotten areas first, such as flooring, platform and staircase. Next work from the ceiling down, making sure interior electrics are restored while the ceiling and side panels are removed if needed. Then move on to the interior window cappings, side panels and floor covering. You can then start to fit seat frames, fixtures and fittings and, finally, new or revived seat cushions.

A partial restoration can be done yourself at a reasonable cost. Sometimes a cheaper alternative to renewing the Lino is to sand it and repaint with a good floor paint. Operators would repaint floors in brown, grey or even red. If side panels are

painted but looking a little worse for wear, a repaint will revive them nicely. This can quickly provide a nice welcoming interior; it is not until you revive these components do you realise how drab everything was. Make sure to take before and after photographs and then you will really see your restoration achievements.

Spending a few hours or days cleaning and polishing everything from the ceiling to the floor and side panels, which often get neglected, can make the world of difference to the long-term preservation of your vehicle's interior. This may seem overwhelming and boring, but it really is worth it. Plan it and work on refreshing everything bit by bit to avoid being overwhelmed. It will only cost your time, cleaning products and good old-fashioned elbow grease but will surely transform your pride and joy.

STAIRCASE & PLATFORM AREAS

These are generally of steel construction with wooden floorboards; the worst-case scenario is a need to rebuild your staircase and/or platform completely. Several





Far left: **AEC Bridgemaster cabs are not the easiest to enter and exit; perhaps removing the upper-deck floor would ease this situation? I'm replacing a rotten floor area above the cab.**

Left: **Removing old and rotten Treadmaster floor covering from a Bournemouth Leyland Titan PD3.**

Below: **The replacement Treadmaster was not easy to get, but Lothian bought a quantity at this time for its Routemaster refurbishment work.**

Bottom, left to right: **New floor tread is easily obtained from Carlyle Bus & Coach to brighten and protect the floor if authentic to your vehicle.**

A before photo of an East Kent Daimler Fleetline's seat frames, with years of touch ups and repaints.

And the same seat frames freshly powder-coated. It is well worth the investment!

You can then decide what repairs are needed before preparing the rest for paint.

Formica panels, from my experience, tend to warp and leave stains from the seat frame shape, but this can be cleaned with a bit of elbow grease. Formica panels are still available but purchasing specific authentic patterns for your vehicle could be a challenge. Again, it depends on how far you want to go. Are the old original panels okay after a deep clean or do you want to pay for new?

Many coaches have moquette or rexine side panelling and this is usually easy enough to re-trim. It can be stubborn to remove, leaving remains of glue behind. Make sure you scrape and prepare the surface to a clean finish before cutting and replacing with new.

The interior restoration of Hants & Dorset Bristol K6A HLJ 44 included endless applications of new rexine to window cappings and side panels; the result was well worth the hard work.

East Yorkshire AEC Bridgemaster 725 was fully restored, starting with ceilings and moving down to the window frames. No rexine but grey plastic cappings instead. The interior panelling was stripped to bare metal before applying plenty coats of paint. No 725, being a Park Royal-bodied vehicle from the 1960s, enjoyed copious amounts of chequer plate applied to its interior which involved time consuming amounts of cleaning and polishing by its owner, preservationist Malcolm Wright.

staircases I have restored needed new steel and wood here and there followed by a coach paint.

To assess the staircase and platform areas, check for loose floorboards or weakness – it is usually obvious if you need to replace or completely restore these areas. If unsure, ask a professional to assess it.

When restoring these areas yourself, carefully remove any tread you want to keep, remove any lino, floorboards or planks until you get to the root of the rot and weakness. Then you can assess what needs replacing. Years of use and wet and dry conditions will take their toll in these well-trodden areas.

CEILING & WIRING

Before you begin to do any ceiling restoration, check the wiring is working and intact. You can check wiring

continuity by using a multimeter. It is likely ceiling panels will need to be carefully removed to provide access should wiring need to be replaced. This is the time to inspect the frame underneath for corrosion or deterioration.

Once happy with the wiring, and with all circuits safe and secure, you can refit the ceiling panels. Unless fitting new panels, these will need preparation and old paint removed before repainting.

SIDE PANELS & WINDOW CAPPINGS

The side panels and window surrounds are other important parts of the restoration. These should be done as you move from the ceiling towards the floor. Steel panels should be checked at the seat rail area for corrosion; scraping away paintwork should reveal any rust or holes.



Refreshing the interior on Bournemouth Corporation Leyland Titan PD3 167 was slightly different as the operator specified Formica interior panelling. Owner Jonathan wanted to keep 167 as original as possible, so we chose to keep the Formica panels. There were years of dirt and grime and you could see the seat frame outlines when these were removed for powder coating, but all came up nicely after a deep clean.

FLOOR

If on inspecting the floor you discover rot, which is usually found in the corners of your vehicle from water ingress, make sure to carefully lift the old floor coverings and tread if you want to keep as patterns or for reuse. You now have access to the rotten floor sections.

The floor will be tongue and groove planks, marine plywood or aluminium. Generally, the floor is fastened with screws and nuts which may need cutting off. After removing the rot, replace with new materials specific to your vehicle.

Linoleum or Treadmaster is usually used to cover the floor, but specific material and colour is dependent on your vehicle. These floor products are available from Tiflex (Treadmaster) and Forbo (linoleum) and other well-known suppliers.

Treadmaster is great to work with as it is very flexible. Be careful when laying lino as it will snap when handled incorrectly. Measure up what is needed but do note the need to purchase either product in certain roll sizes.

To lay, you must first prepare the floor by cleaning and sanding the surface so it is clean, dry and free of grit and dirt. Measure the floor covering twice and cut to size. Apply the glue evenly using a suitable floor adhesive and applicator, making sure you reach all the corners. You may experience surface bubbles once the floor is down; eliminate this by using a set of rollers specifically for smoothing out lino when fitted. Then fit the floor tread where necessary – some vehicles have more than others, depending on the original specification.

LOCKERS & LUGGAGE AREAS

Possibly long forgotten areas of your bus or coach are the lockers, usually shut off by a flap or door, and luggage areas. These were not often repainted in service but a repaint will bring them back to life; good



enough to store your sandwiches on that rally day!

SEAT FRAMES

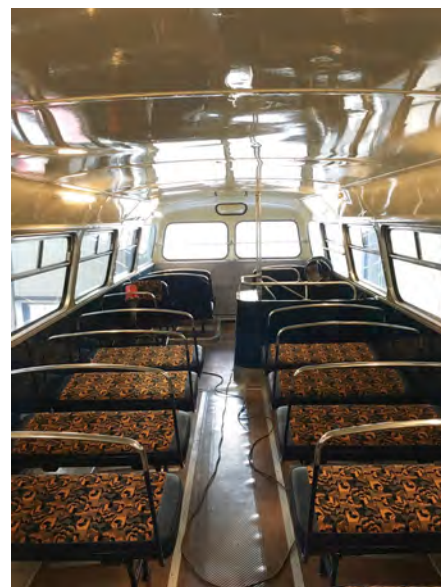
Seat frames could have been over-painted and neglected in service use, resulting in scabby, flaky and rusty frames. It would of course be cheaper to clean up, prepare and repaint the frames yourself, but I always recommend their removal and dispatch for powder coating. Freshly powder-coated seats make a huge difference to your vehicle's overall appearance.

Top: **Upper deck of Bristol K6A HLJ 44. Lay the floor's top section first, then the gangway. All seat frames are of course powder-coated.**

Above: **Upper-deck of a Bournemouth Leyland Titan PD3 with newly powder-coated seat frames awaiting the fitting of original seats after a deep clean.**

Right: **Fitting newly refurbished and re-trimmed seats. Moquette will be discussed in Part 2.**

There may be a lot to address when restoring your vehicle's interior, but any time and money you spend here will be more than worth it in the long run. Getting your canvas ready for adding the special seating and detail is a very exciting part of the restoration process as everything starts to come together.



Before West Midlands PTE — NIGEL APPLEFORD reviews the models.



This month we take a look at models of Birmingham City Transport prior to the formation of West Midlands PTE. Those of Coventry, Walsall, West Bromwich and Wolverhampton require another 'Model Page'.

Tram operation in Birmingham was originally operated by the British Electric Traction Co Ltd (BET), as in some other cities in the UK, it owned the tramcars and the tramways leased from the local authority. As leases expired some local authorities decided to run their own tram services. The first Birmingham

Corporation Tramways operation commenced on 4 January 1904 over the route to Aston. Motorbus operation commenced between Selly Oak and Rednal on 19 July 1913, an extension to a tram service. BCT gained wider powers to provide more substantial new services in 1914 with an agreement with

the BET-owned Birmingham & Midland Motor Omnibus Company (BMMO), better known as Midland Red ensured no wasteful competition, Corporation buses providing local services and Midland Red the longer routes.

Trolleybuses were introduced in 1922 although by 1937 it was acknowledged that motorbuses were the way forward. The undertaking changed its name to Birmingham Corporation Tramway & Omnibus Dept in 1927, although the Tramway reference was dropped on 9 November 1937 to become Birmingham City Transport. The last trolleybuses ran on 30 June 1951 with the final tram route going over to motorbus operation on 4 July 1953.

Birmingham's motorbuses had been provided by AEC, Crossley, Daimler, Guy and Leyland with bodies built by Brush, Leyland, Metro-Cammell and Park Royal while Duple and Weymann provided wartime utility bodies on Guy or Daimler chassis. Birmingham suffered considerable damage during World War 2. During the early postwar recovery period, BCT designed its 'New Look' double-deck bodywork with concealed radiator (often referred to as 'tin-front'). First entering service in 1950, it was built by Metro-Cammell and Crossley on Guy, Crossley and Daimler chassis. Small numbers of single-deckers in the shape of Leyland PS2/Weymann saloons and Leyland Olympics were also delivered in 1950. The first rear-engined double-deckers, ten Leyland Atlanteans and ten Daimler

Top: One of only two 2mm scale models released in BCT livery so far is this model of Guy Arab II 1400 (FOP 400) from Oxford Diecast. It was released in September 2014.

Centre: In the early days of EFE, its RT model could be found in many liveries, not all authentic. BCT did have RT-type chassis but not with this body! A closed-top and open top variant appeared, this one as an EFE commemorative issue in March 1990. Although it carried fleetnumber 1632, it didn't have registration plates.

Bottom: The Utility double decker has proved a popular choice in all scales; EFE released this model of 1942/3 Guy Arab II/Weymann 1356 (FOP 356) in September 1999. The midnight blue and cream livery with khaki roof always appeared (at least to me) very smart.



Clockwise from top right: **A further release of a Utility double-decker was 1943-built Daimler CWG5 1339 (FOP 339). In wartime grey this model was released as a member of the VE Day Commemorative series (numbered in the 99200 series) in June 2005.**

In 6mm scale (1:50), there have been three releases from Corgi. This is a model of Leyland Olympic 2261 (JOJ 261) from the 'Buses in Britain' range. It was one of five HR40 models delivered to BCT in 1950. This particular bus was fitted with roofboards for the Elmdon Airport Service which it carried until 1963. 30ft single-deckers were legalised in June 1950, but unfortunately these buses were already in build and delivered as 27ft 6in models — the Corgi model is actually of a 30ft Tiger Cub and was released in 2004.

Forward Models has released a number of exposed radiator BCT 'Standards'. These have been produced on Guy Arab, Crossley and Daimler chassis variants. This is a model of Crossley 1647 (GOE 647), one of ten DD42/6 models with Crossley bodies delivered to BCT in 1949. The model was issued in November 2012.

BCT purchased a former demonstrator AEC Q side-engined double-decker in October 1935. The bus, numbered 93 by BCT in its experimental/demonstrator series, was built in 1932 and was demonstrated in the city for the whole of 1933. Originally fitted with a petrol engine it was fitted with an AEC diesel unit by AEC in January 1935. It was registered AHX 63 and served BCT until 1940. The Corgi OOC model, available with alternative destinations, was released in May 2008.

Also produced by Corgi OOC was this model of a Guy Tower Wagon, numbered 64 and with registration AOG 651. A number of AOG-registered Daimler COG5s joined the service fleet but I believe this model to be generic rather than authentic. It was released in August 1997, and features an extending bar with towing eye at the rear.





Fleetlines, all with Metro-Cammell bodies arrived between 1960 and 1962. The Fleetline was deemed to be more suitable and a large fleet of Gardner-engined Fleetlines with both Metro-Cammell and Park Royal bodies was built up. In addition there were 25 single deckers with Marshall bodies. Later single-deckers included Ford R192/Strachan buses and AEC Swift/Metro-Cammells.

The Transport Act 1968 required the introduction of Passenger Transport Authorities and Executives to be set up in the main conurbations in England; the West Midlands PTE coming into being on 1 April 1969, although the actual takeover was effected on 1 October of that year. Initially the PTE combined the fleets of Birmingham, Walsall, West Bromwich and Wolverhampton. The need for integration of services within the PTE area required the purchase of Midland Red services within the PTE boundary; the National Bus Company which then owned Midland Red, agreed to sell certain services to the PTE including six garages and 413 buses. These were transferred in December 1973. The Coventry Corporation fleet would join the PTE as a result of local Government reorganisation in 1974.

Top to bottom: **BCT** did operate a number of all-Leyland PD2/1 delivered in 1949, 2131-80 (JOJ 131-180). This 4mm scale EFE model of No 2157 (JOJ 157) was released in July 1996.

BCT purchased ten Leyland Atlanteans (later joined by ex-demonstrator 460 MTE) with Metro-Cammell 76-seat bodywork in 1961; EFE released this model of 3236 (236 DOC) in December 1994, although the registration number was not carried on the model. The destination layout was unique to the 20 pre-production buses and the ex-demonstrator which was numbered 3230 by BCT.

EFE had also released a model of a similar Daimler Fleetline, a model of BCT 3436 (436 KOV) in July 1994, unfortunately the real bus carried a Park Royal body (although very similar to the Metro-Cammell). Production models had a revised destination layout as can be seen. Again the registration number was not carried on the model.

Metro-Cammell introduced two new designs of windscreen on buses 3396-8/3400 (396-8/400 KOV), the 1965 delivery reverting to flat screens. This EFE model of Daimler Fleetline 3400 (400 KOV) carries what became known as a Manchester front; the model was released in August 1998.

Top: A further issue by EFE of the Daimler Fleetline with Metro-Cammell body was this model of 1963 delivery 3270 (270 GON) in February 2015, unfortunately although described as a Metro-Cammell body, this was also a Park Royal product.

Below: In the larger 1:50 scale, Corgi released a model of Daimler Fleetline 3248 (248 DOC) in 1993, this being one of the pre-production batch with Metro-Cammell bodies. It's a boxy and quite heavy model but has a certain charm.

Models as one might expect are based around already available castings (some with a little 'licence'). Like many municipal operators Birmingham had developed its own unique designs, which obviously may render authentic models uneconomic for volume diecast manufacturers to produce. There is also a limited geographical area in which these buses would have operated.

The PTE's inherited its initial fleets which would have included some 'provincial' bus types. The MCW Orion-bodied Atlantean/Fleetline in the EFE range covers some of the earlier deliveries to pre-PTE fleets; the Leyland National was later bought in small numbers by the PTE. Older half-cab buses are a problem as the Birmingham Corporation Transport 'New Look' body was confined to Birmingham although spawning many variations within the BCT fleet. Birmingham also had a very similar situation with its much smaller single-deck fleet.

Forward Models came to the rescue with a 'standard' exposed-radiator half-cab model in 2012. This was available on Guy, Crossley and Daimler chassis. Modellers can also buy various Birmingham models as resin kits; at the time of writing Marsden Models is producing a 4mm Daimler COG5/MCCW, which can also be supplied as an AEC Regent or Leyland TD5 and the 1950 Leyland PS2/Weymann single decker, while Paragon Kits is currently offering the 1977 WMPTE Standard Fleetline in 4mm scale. All of these kits are produced in short runs and are therefore quite expensive and need to be reserved fairly quickly.

In a recent development, Rapido Trains, a Canadian manufacturer, intends to produce a Guy Arab IV/Metro Cammell 'New Look' and a WMPTE 'Standard' Fleetline. These will be high-spec and include an option of working lighting. Although very slightly more expensive than most existing die-casts, they are likely to be cheaper than a resin kit.



FLEETLIST

OXFORD DIECAST 1:148 2mm Scale

NUT004	Guy Arab II 1400 (FOP 400)	Sep 2014	Utility bodywork
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EXCLUSIVE FIRST EDITIONS (EFE) 1:76 4mm Scale

101002A	AEC 'RT' 1632*	Feb 1990	750	Code 2 Smith's Beer ads, Route 108
101002B	AEC 'RT' 1632*	Feb 1990	750	Code 2 Smith's Beer ads, Route 130
102003	AEC 'RT' open-top 1632*	Mar 1990		EFE ads 4,000
16111	All-Leyland PD2/1 2157 (JOJ 157)	Jul 1996		Highbridge bodywork
16111A	All-Leyland PD2/1 2157 (JOJ 157)	Jul 1997	240	Highbridge bodywork, Code 2 Aston Manor RTM
16510	Leyland Atlantean/Metro-Cammell 3236*	Dec 1994		
18001	Daimler Fleetline/Metro-Cammell 3436*	Jul 1994		
18013	Daimler Fleetline/Metro-Cammell 3270 (270 GON)	Feb 2015		
25401	Daimler Fleetline/Metro-Cammell 3400 (400 KOV)	Aug 1998		Manchester front
26302	Guy Arab II/Weymann 1356 (FOP 356)	Sep 1999		Utility bodywork
99206	Daimler CWA6/Duple1339 (FOP 339)	Jun 2000		Utility bodywork, VE Day Commemorative model

CORGI ORIGINAL OMNIBUS COMPANY 1:76 4mm Scale

42201	Guy Tower Wagon 64 (AOG 651)	Aug 1997	4,900	
43910	Guy Arab II/Park Royal 1400 (FOP 400)	Nov 1999	2,700	Utility bodywork
OM43915A	Daimler CWA6/Park Royal 1389 (FOP 389)	Jun 2011	490	Utility bodywork Dest: Bolton Road
OM43915B	Daimler CWA6/Park Royal 1389 (FOP 389)	Jun 2011	510	Utility bodywork Dest: Suffolk Street
OM45711/1	AEC Q 93 (AHX 63)	May 2008		Double-deck Dest: 1A Moseley/Acocks Green
OM45711/2	AEC Q 93 (AHX 63)	May 2008	1,510	Combined run, Double-deck Dest: 16 Handsworth Wood via Snow Hill

CORGI 1:50 6mm Scale

97201	Guy Arab II/Park Royal 1400 (FOP 400)	1993	7,000	Utility bodywork
97824	Daimler Fleetline 3248 (248 DOC)	1993	10,500	
CC25801	Leyland Olympic 2261 (JOJ 261)	2004	1,800	

FORWARD MODELS 1:76 4mm Scale

NGS-01	Guy Arab IV/Metro-Cammell 2533 (JOJ 533)	Nov 2012	800	
NGS-02	Guy Arab IV/Metro-Cammell 2548 (JOJ 548)	Nov 2012	800	
NGS-03	Guy Arab IV/Metro-Cammell 2598 (JOJ 598)	Nov 2012	800	
NEC-04	Crossley DD42/6 1647 (GOE 647)	Nov 2012	800	
EC-05	All-Crossley DD42/7 2397 (JOJ 397)	Nov 2012	800	
NDB-06	Daimler CVG6/Crossley 3225 (MOF 225)	Apr 2013		
NGB-07	Guy Arab IV/Metro-Cammell 2935 (JOJ 935)	Apr 2013		
NGB-08	Guy Arab 3001/Saunders Roe (LOG 301)	Apr 2013		
EDB-14	Daimler CVG6/Metro-Cammell 1571 (GOE 571)	Mar 2014		
EDB-15	Daimler CVG6/Metro-Cammell 1809 (HOV 809)	Mar 2014		

* Registration number not carried

Time travel can be confusing, a great way of explaining the joys of bus restoration to the public and definitely time to call a taxi. NICK LARKIN reports.

OFF THE BUS(ES)

This picture, kindly supplied by Cumbria Classic Coaches, certainly made us laugh, and raises several issues.

Is the gentleman rather keen to prolong his stay on former Bamber Bridge Motor Services vehicle pictured a massive fan of AEC Regents or attempting to merely trying to avoid the aftermath of the just having happened nuptials? Meeting the relatives I mean! The Regent pictured dates from 1954, and has East Lancs bodywork. Cumbria Classic Coaches is celebrating its 21st birthday this year and not only operates a fleet of six vehicles but also uses them on regular shoppers services,

Full details: 01539 623524 or www.cumbriaclassiccoaches.co.uk.



ITALIAN JOB RECREATION

Would you buy a classic Bedford VAL and restore it from a wreck so that cars can drive into the back? Or at least pretend that the vehicle is dangling over a cliff?

There is a reason. Legendary film the Italian Job is celebrating its half-century this year. Just in case anyone in the entire world is unaware the film, starring Michael Caine, Noel Coward and Benny Hill tells the tale of a daring gold heist in Turin using three Minis, which escape through a sewer pipe and drive onto a moving Harrington-bodied VAL via doors in the back of the vehicle and a ramp. Sadly the coach driver loses control, and the film ends with the cliff top scene.

The original coach, ALR 453B had Harrington Legionnaire bodywork and was new to Battens Coaches of London. It had become scrap by the 1990s, but the rear axle, some outriggers and registration number were saved and are now said to be on the tribute Bedford VAL, which is Duple-bodied and owned by classic car specials builder and restorer Anthony Barrett. This coach is said to have carried the registration RCA 501B, but any information on its history would be most welcome.

The coach has already attended several events and we caught up with it at the Vintage Classic Car Boot Sale at King's Cross-, London.

David Salamone, who appeared as Dominic in the film, who drove the red Mini and supplied the original Bedford VAL, has signed the ceiling of the Bedford!

The coach is available for private hire, can carry up to eight people, and three Minis, which are carefully driven on to the stationery vehicle, although there are plans to recreate cars

driving on board the moving vehicle as in the film scene. And a cliff top mock-up!

Further details via italianjobbushirecompany.co.uk or 07860 452200.



PECULIAR PASSENGERS I

Hmm, a nice 'After Eight' would go down well with a cup of tea. There are some unusual passengers on this bus, including royalty, James Bond and the Loch Ness Monster, who presumably got on with a half-price dog ticket.

Hope driver Sherlock Holmes can detect where the bus is supposed to go! Thanks to PETER SCOTT for this submission.

Come to think of it, this could be the only bus you'll see in many areas After Eight nowadays!



CARRIER BUSES

Here's an idea for a classic bus collection that's easy too to store, but provides useful carrying capacity.

It's the answer to so many problems — vintage bus related carrier bags!

Mark Elliott recently discovered this fine specimen advertising Corby's Magic Minis. 'Sorry it's a bit creased but it's getting on for 30-years-old,' Mark said.

Does anyone else have any carriers from the immediate post-deregulation or even earlier? Maybe there's even a Walsall Corporation wicker basket out there, of at least a Barton Transport brown paper bag!



BETTY'S HOT SPOT

A trendy London shop selling high-end sports/leisurewear for ladies has obviously taken its name from a unique batch of Middlesbrough Dennis Lolines.

The nine buses, delivered in 1960/61 had full-front Northern Counties bodies were known as 'Sweaty Betty's' due to the high temperature often reached in the cabs.

Sadly, none of the batch survives but at least they are remembered with 'Sweaty Betty' the shop. Middlesbrough's sole traditional half-cab Dennis Loline, JDC 599, also Northern Counties-clad, is preserved by the Teesside 500 Group, which has kindly supplied the picture of Sweaty Betty LXG 548. Note the open window for ventilation.

Maybe it's time to pay tribute to certain other full-fronted front-engined Northern Counties-bodied vehicles and open the Queen Mary Café?



PECULIAR PASSENGERS 2

Who could resist a nice cup of tea, especially when the 'bus' appears to be a corpulent AEC RT with a fascinating selection of passengers, including a royal.

The bus depicted even has Routemaster registration WLT 871. www.newenglishtea.com



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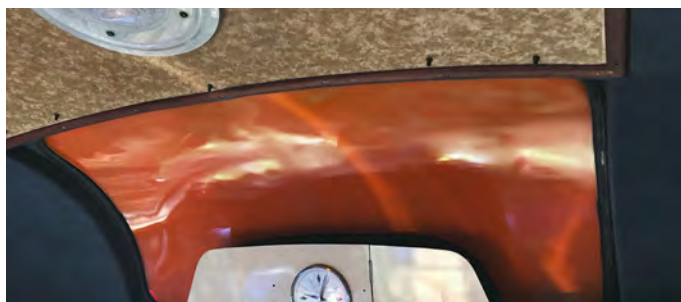
BUS AND COACH PARTS WANTED



10 Bus Seat Cigarette Stubbers as illustrated or similar for the restoration of my ex-Gash Daimler Graham Mob: 07973 272659 email: chickenmax1@ntlworld.com

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Chassis manuals for Albion Nimbus/Claymore chassis (for EBW 112B) section H-W. Copies acceptable. Carriage refunded. Call Paul 07759 362234



Skylight to fit a 1963 Bedford J2 Plaxton Embassy (as pictured) or anyone know of a company that could make one in plastic moulding? Please call Steve on 07721 377720 or email info@empresscoaches.com

SOCIETIES

We meet fortnightly in winter in Lancaster, usually with a presentation by one of our local members, although we do have guest presenters from the industry once or twice a year. We produce a monthly illustrated newssheet delivered by post or e-mail mainly devoted to past and present in the area and membership costs just £6. Contact Ton daveberry20@tiscali.co.uk or 01524 874786.

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6 x 4 size colour @ 30p each post free minimum order 15 prints. Fleets include Go South Coast, First Hampshire & Dorset, and Stagecoach South. Other 2019 locations include Basingstoke, Exeter, London, Manchester, Reading & Swindon. For Lists, please email: david@oborn.co.uk stating operator/bus types required. List requests by post to: 25 Canford View Drive, WIMBORNE, Dorset BH21 2UW.

Downsizing a large collection of B&W photos pre 2000 Jersey, Guernsey, Scottish, Malta and London coach operators SAE for lists from Bob White 4 James Carter Rd Colchester CO3 9XA

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Views of Rawtenstall Corporation Leyland PD2 No 8 KTE 728 on the 1970 Trans-Pennine Rally, & Rossendale Bristol LH No 50 SND 550X on the 1998 Blackpool to Southport Rally. Also slides of ex Rossendale vehicles with subsequent operators or in scrapyards. Details please to G S Young Tel No 07963500435 or fte630b@yahoo.co.uk

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EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbuses2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SATURDAY 8 JUNE

Bourne, Lincs. Delaine Bus Museum, Spalding Road, Bourne PE10 9LE. 12.00-16.00. Details: www.delaineheritagetrust.org

SATURDAY/SUNDAY 8/9 JUNE

Nottingham Transport Festival. Wollaton Park, Nottingham. Details/entries: www.nottinghamtransportfestival.co.uk

SUNDAY 9 JUNE

3rd Bournemouth Bus Rally. Kings Park, Boscombe, Bournemouth. Commemorating the 50th anniversary of Bournemouth's last trolleybus. Entries/details: bournemouthbusrally@outlook.com or jonathanhawkins387@yahoo.co.uk

51st East Coast Run. Hull to Bridlington. Entries invited from buses, coaches, commercials, cars, vans & motorcycles over 20 years old. Road run from East Park, Hull, to the Cliff Top car park at Sewerby, Bridlington. Transport stalls at Bridlington. Details/entries: eytcc.org.uk or EYTCC Events, P.O. Box 320, Hull HU11 5QR

South Yorkshire Transport Museum. Open Day & Model Transport Exhibition. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free heritage shuttle bus from Rotherham, Greasbrough Road (The Trades), hourly 10.45-14.45. Admission £5, concession £3.50, accompanied u16 free. Details: 07828 068484, info@sytym.co.uk or www.sytym.co.uk

Barry Festival of Transport. Barry Island, South Wales. 10.00-16.00. Large vehicle display, depot open day & running buses. Entries/details: www.ctpg.co.uk or mikestrad73@btinternet.com

Hitchin Running Day. Details (SAE please): Country Bus Rallies, 19 Hampton Way, East Grinstead RH19 4SG or www.countrybus.org

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TUESDAY 11 JUNE

Hook, Hants. Toy & Train Collectors Fair. Ravenscroft Community Centre, Hook RG27 9NN. Doors 18.30. Refreshments & free off-road car parking. Admission £1. Details: 01380 725322, 07958 101891 or clementsairs@aol.com

SATURDAY/SUNDAY 15/16 JUNE

Clwyd Veteran & Vintage Machinery Society Ltd Annual Vintage Vehicle, Steam Rally & Craft Fair. Oswestry Showground, SY11 4TB. Gates 10.00. Admission £8, family (2A + 2C) £16, children £4. U16 must be accompanied by adult. Craft hall, model hall, steam & miniature engines, vintage tractors, horticultural & garden machinery, commercial & military vehicles, campervans, collections & outdoor displays, classic, vintage & veteran cars, vintage caravans, vintage motorcycles & pedal cycles, organs, stationary engines, heavy horses, ring & static events. Weekend camping available for visitors. General or exhibitor enquiries: Bernie Morris 01978 762889, 07545 092072 or Ibernie.morris@gmail.com or Joan Evans, 01244 544124, 07976 872520 or joan.glyn@talktalk.net. Trade or autojumble: Dave Kelly 07850 377677. Section stewards & application forms: cvvms.co.uk

The Trolleybus Museum at Sandtoft. Trolleyday (Saturday), Trolleyday Plus (Sunday). Sandtoft, nr Doncaster. Details: www.sandtoft.org.uk

SUNDAY 16 JUNE

Transport Museum Wythall. Fathers' Day Out. 10.30-17.00 (last admission 16.30). Chance for Dads to enjoy big boys' toys! Classic bus & miniature steam railway rides. Museum bus service 750 operates both days from Holloway Circus (Suffolk St Queensway, near New Alexandra Theatre), Birmingham, 10.30 & 11.45 (fare £2.50 each way) & Maypole 10.50 & 12.05. Admission £7, child £3.50, Family tickets available. Admission & all-day bus riding ticket £12, child £6. Details: The Transport Museum, Chapel Lane, Wythall B47 6JA, 01564 826471, enquiries@wythall.org.uk or www.wythall.org.uk

Peak Park Preserved Bus Gathering. Rowsley South station of Peak Heritage Railway (on A6 midway between Bakewell & Matlock, Derbyshire). 0930-1700. All preserved buses (not current) are welcome. Display on both sides of the track. Judging & awards. Large stall area. Frequent preserved bus services through Peak District, including connections with Peak Rail's steam trains. Details/entries: www.peakparkrally.wordpress.com or Dennis Vickers, 14, Whitting Mews, Holland Road, Old Whittington, Chesterfield S41 9HF, dennisvickers123@hotmail.com

Bourne, Lincs. Delaine Bus Museum Bourne, Lincs. Delaine Bus Museum, Spalding Road, Bourne PE10 9LE. 12.00-16.00. Free heritage shuttle bus between Museum & Bourne Classic Car show every 20 mins. Details: www.delaineheritagetrust.org

National Tramway Museum. Fathers' Day. Model Trams running in Exhibition Hall (DE4 Gould layout). Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

Oxford Bus Museum. Fathers' Day event. Free vintage bus rides at 11.30 & 14.30. Free entry for fathers with paying child. Open 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

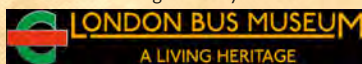
Ipswich Transport Museum. Tractors & Mowers. Local agricultural machinery & engineering with displays & commentary by volunteers. 11.00-16.00. Admission £5.50, child £3.50, concession £5, family £16 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Durham Vintage Bus Gathering. Howlands Park & Ride site. Details: www.nebpt.co.uk

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SUNDAY 16 JUNE

Swansea Bus Museum. Fathers' Day Event. Unit 2, Viking Way, Winch Wen Industrial Estate, Winch Wen, Swansea SA1 7DA. For further details visit www.swanseabusmuseum.com or telephone: 01792 732832, or send an e-mail to: SwanseaBM@outlook.com or secretary@sbm.wales or

Canvey Transport & History Trail. Celebrating the Canvey Island Transport Museum's 40th anniversary of its founding by the Castle Point Transport Museum Society. Linking with Canvey Island's heritage & community groups to the Canvey Heritage Centre, Beyond the Point, The Bay Museum & The Dutch Cottage using Museum vehicles. Local history-themed gathering at the Transport Museum. Canvey Island Transport Museum, 105 Point Road, Canvey Island, Essex SS8 7TD. Details: info@castlepointtransportmuseum.co.uk, www.castlepointtransportmuseum.co.uk or Facebook

FRIDAY-MONDAY 21-24 JUNE

Royal Blue & Associated Motorways Run. Thames Valley & Great Western Omnibus Trust. Birmingham – Liverpool – Wrexham – Cardiff – Treherbert – Cheltenham. Details/entries: TV&GWOT, Ledger Farm, Forest Green Road, Fifiel, Maidenhead, Berks SL6 2NR, 07990 505373, enquiries@tvagwot.org.uk or www.tvagwot.org.uk

SATURDAY 22 JUNE

Ipswich Transport & Model Festival. Three great attractions on one inclusive ticket – The Transport Museum, Ipswich Railway Modellers Association HQ & the Ipswich Model Engineering Society. Free historic bus service between the sites & Ipswich Model Railway Centre. Inclusive all attractions adult ticket £10, accompanied children £1. Normal admission if entering museum only. Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 22/23 JUNE

National Tramway Museum. Vintage Weekend. Music & activities from the 1950s & 1960s. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

SUNDAY 23 JUNE

London Bus Museum, Brooklands. On the Buses. Major display of lesser-seen buses from the museum collection. Free local bus rides, horse bus & longer excursions for an additional fare. Admission £13.50, children £7, senior/student £11.50, family £35. London Bus Museum, Brooklands Road, Weybridge KT13 0XP. Details: www.londonbusmuseum.com

SUNDAY 23 JUNE OR 30 JUNE (DATE TO BE CONFIRMED)

Glasgow West End Festival Vintage Bus Service. Free vintage bus services in the west end of Glasgow to & from Riverside Museum (the Museum of Transport). Details: Glasgow Vintage Vehicle Trust, 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

FRIDAY/SATURDAY 28/29 JUNE

London Transport Museum. Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Tickets must be pre-booked online or via Ticket Office 020 7565 7298 (10.00-17.30 daily). U16 must be accompanied by adult. Details: 020 7565 7298 or www.ltmuseum.co.uk

SATURDAY/SUNDAY 29/30 JUNE

The Trolleybus Museum at Sandtoft. Weekend Trolleydays. Sandtoft, nr Doncaster. Details: www.sandtoft.org.uk

Tinkers Park Bus Rally

A Bus Rally and Model Railway Exhibition will be held at Tinkers Park

A Great Family Day Out



some of the 2018 entries

Sunday 4th August 2019. 10:00am to 4:30pm.
Adults £7 Under 16's £2

Model railway show • At least 20 layouts • Narrow gauge railway
Traction engine trailer rides • Various transport related stands
Organ museum • Programmes • On-site light refreshments
Free bus service to and from site • Free car parking
A272, Hadlow Down, Uckfield, East Sussex TN22 4HS

For more information please visit

www.southdownnational.com or
www.tinkerspark.com

SUNDAY 30 JUNE

Museum of Transport Greater Manchester. Open Day. Boyle Street, Cheetham, Manchester M8 8UW. Free Centreshuttle 5 bus operating from Shudehill Interchange (Stand E) from 10.52. Details: www.motgm.uk or 0161 205 2122

Stroud Vintage Bus Show. Stroud College, Gloucestershire. 10.00-16.00. Displays, free vintage bus rides, sales stalls & refreshments. Free service linking college & Stroud bus station. Vehicle entries: Adam adh43@outlook.com

Ecclesbourne Valley Railway. Annual Classic Bus & Coach Rally. Railway Station, Wirksworth, Derbyshire DE4 4FB. Details: www.e-v-r.com, events@wyvernrail.com or 01629 823076

National Tramway Museum Horse Tram Day. 1874 Sheffield Horse Tram 15 in passenger service 11.00-13.00 & 14.00-16.00. Extra cost £1pp to ride on horse tram. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

West Riding Pearl Anniversary. Redbeck Motel, Wakefield (1 mile from Heath Common). Celebrating 30 years since the West Riding Omnibus Museum Trust opened its Dewsbury building. Admission to rally site by programme, £3 adult, accompanied children free. Advance copy available £4 by cheque payable to West Riding Omnibus Museum Trust, 47E Dale Street, Ossett WF5 9HE. 10.00-16.30. Free services & tours. Free shuttle from Wakefield Northgate to Redbeck Motel. Up to 20 buses in service & large selection of visiting buses & trade stalls. Visiting vehicles welcome. Free feeder services from Accrington, Bradford, Castleford, Dewsbury, Halifax, Huddersfield, Keighley, Leeds, Pontefract Todmorden & Wakefield. Details: www.dewsburybusmuseum.org or Facebook page. Call 01924 265528 to book in a vehicle for free services or static display.

Eastleigh Toy & Train Collectors Fair. Barton Peveril Sixth Form College, Chestnut Avenue SO50 5ZA. 10.00-14.30. Details: 01380 725322, 07958 101891, or clementsairs@aol.com

SUNDAY 7 JULY

Eastbourne Vintage Bus Running Day. East Sussex Omnibus Society, Eastbourne railway station. Vintage bus services along seafront & through Meads, to Pevensey Bay, Bexhill-on-Sea, Polegate, Hailsham, Beachy Head & Birling Gap. Details: Steven Wood 07730 162605 or steven.wood@clara.co.uk. Programmes: £7.50 (A5 SAE) from Steven Wood, 97 Fordwich Rise, Hertford SG14 2DF one month in advance or £8 on day

Leyland Society 21st Annual Gathering. British Commercial Vehicle Museum, Leyland, Lancs. Open to models from all manufacturers that became part of British Leyland (AEC, Bristol, Daimler, Leyland, Guy, Scammell). Vehicle entry form available to download from the Society's website or by sending an sae to Gary Dwyer, 8 St Mary's Close, West Street, Sompoting, Lancing, West Sussex BN15 0AF. Membership & event details: www.leylandsociety.co.uk & www.bcvbm.co.uk

Glasgow Vintage Vehicle Trust. Open Sunday. 11.00-16.00. Admission £5, child/senior £3, family £12. Details: Glasgow Vintage Vehicle Trust, 76 Fordneuk Street, Glasgow G40 3AH, info@gvvt.org or www.gvvt.org

National Tramway Museum. Classic Motorcycle Day. In conjunction with the Vincent Owners Club. Welcoming pre-booked classic motorcycles built prior to 1995 (see website for full details). Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

Oxford Bus Museum. Open Day. Free vintage bus rides at 11.30 & 14.30. Open 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Whitley Bay Bus Rally. The Links, Whitley Bay. Details: www.nebpt.co.uk

SATURDAY 13 JULY

Bourne, Lincs. Delaine Bus Museum Bourne, Lincs. Delaine Bus Museum, Spalding Road, Bourne PE10 9LE. 12.00-16.00. Details: www.delaineheritagetrust.org

Lancashire Model Bus Show. Nelson Independent Methodist Church, Netherfield Road, Nelson, Lancashire BB9 9AW. Admission £3, accompanied u15 £1.50, under 5 free. 1000-1600. Refreshments. Details: krdiggins@live.co.uk

Newark Bus Running Day. Celebrating centenary of W Gash & Sons. Mini running day Newark town centre. 10.00-16.00. Former Gash & Lincolnshire Road Car buses running free local services. Details: 01522 500566, 01522 722705, 07776 041076, www.lvvs.org.uk, info@lvvs.org.uk, Facebook or Twitter

SATURDAY/SUNDAY 13/14 JULY

London Transport Museum. Family Fun Open Weekend at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, 118-120 Gunnersbury Lane W3 9BQ. Details: www.ltmuseum.co.uk

SUNDAY 14 JULY

Ipswich Transport Museum. Commercial Vehicle Day. Visiting restored commercial vehicles from local area. 11.00-16.00. Admission £5.50, child £3.50, concession £5, family £16 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

South Yorkshire Transport Museum. Open Day. Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. 10.30-16.00. Shop & café open. Free heritage shuttle bus from Rotherham, Greasbrough Road (The Trades), hourly 10.45-14.45. Admission £5, concession £3.50, accompanied u16 free. Details: 07828 068484, info@sytm.co.uk or www.sytm.co.uk

The SAMUEL LEDGARD Society

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Saturday 26th October 2019

Doors open 10am until 3pm.

Over 100 stalls selling all manner of transport related memorabilia, books, photographs, tickets, metalwork and railwayana.

Refreshments available from 10am to 3pm



Admission Only £2



Venue: 400yds from New Pudsey Station.

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Civic Hall signposted - Free car parking adjacent to Hall OWLCOTES SHOPPING CENTRE NEARBY

Enquiries to: Barry Rennison 0113 236 3695 rennison@cc-email.co.uk



www.samuelledgardsociety.org.uk

Aston Manor (Aldridge) Transport Museum. 32nd Annual Open Day. Vehicle displays, free bus services & sales stands. Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. Admission £5, £2 children, £13 family ticket (2+3). Details: 01922 454761, www.amrtm.org or Facebook

National Tramway Museum. Tram models running in Exhibition Hall (David Gould layout). 10.00 – 17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

Tavistock Mini Running Day – All Change! The passage from 1968 to 1969. Vehicles of types operating from Tavistock 50 years ago on services to Princetown & Lydford, into Cornwall, to the banks of the Tamar & surrounding villages. Details: TV&GWOT, Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berks SL6 2NR, 07990 505373, davidsheppard@tvagwot.org.uk or www.tvagwot.org.uk

Peterborough Bus & Commercial Vehicle Show. Sacrewell Farm at the A47/A1 junction near Peterborough PE8 6HJ. 10.00-16.00. Details: www.busrally.co.uk

Burscough. Merseyside Transport Trust Running Day. Osprey Place, Burscough Industrial Estate, Burscough, nr Ormskirk, L40 8TG. Details: www.mttrust.co.uk

MONDAY 15 JULY

National Tramway Museum. Horse Tram Day. 1874 Sheffield Horse Tram 15 in passenger service 11.00-13.00 & 14.00-16.00. Additional cost £1pp to ride on horse tram. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Admission £17.50, senior £14, child 4-15 £10.50, family (2A+3C) £40.50, less-abled adult/senior £11, less-abled child 4-15 £7.50. Details: enquiry@tramway.co.uk, 01773 854321 or www.tramway.co.uk

SATURDAY 20 JULY

The Alton Country Pub & Bus Running Day – The Finale! The Hants & Surrey Bristol RE Group. Enjoy real ales at a variety of North Hampshire country pubs. For the final time, a network of services from Alton using a variety of Bristol REs. Discount beer vouchers in the programme. We would like to hear from you if you own a Bristol RE & would like to take part! Details: www.bristol-re.moonfruit.com

Potters Bar. Metroline Bus Garage Open Day & Running Day. 10.30-16.00. Details: opendays@metroline.co.uk

SUNDAY 21 JULY

Alton Bus Rally & Running Day. Anstey Park, Anstey Lane, Alton, Hants GU34 2NB. 10.00-17.00. Display of over 150 buses & coaches of all shapes & sizes from variety of eras & operating areas. Extensive network of free bus services from Anstey Park to surrounding towns & villages. Large display of classic cars, lorries, motorcycles, vans, emergency services & military vehicles. Free admission. Catering, sales stands, toilet facilities & free parking on site. Programme with timetables available to purchase on day. Free buses from/to Alton railway station connecting with trains from/to London Waterloo & Alresford. Free feeder services from Aldershot, Basingstoke, Fareham, Farnham, Guildford & Winchester. Details: Alton Bus Rally, 23 Somertons Close, Guildford GU2 9YB, altonbusrally@hotmail.co.uk or www.altonbusrally.org.uk

Ipswich Transport Museum. The Big Red Bus Day. Commemorating the centenary of motorbus operation by Eastern Counties & its successors. 11.00-16.00. Admission £7, child £4.50, concession £6, family £20 (up to 2+3). Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Details: 01473 715666, enquiries@ipswichtransportmuseum.co.uk or www.ipswichtransportmuseum.co.uk

Oxford Bus Museum. Open Day. Free vintage bus rides at 11.30 & 14.30. Open 10.30-16.30. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or www.oxfordbusmuseum.org.uk

Fleetwood Festival of Transport (Tram Sunday). Lord Street/ North Albert Street, Fleetwood Lancs FY7 6DU. Details/entry forms: www.tramsunday.co.uk

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EVENT DAYS 2019

(open 10.30am–5pm)

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25th & 26th AUGUST

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TWILIGHT RUNNING DAY
SATURDAY OCTOBER 26th
OPEN 11am-7pm

ALDRIDGE TRANSPORT MUSEUM 2019

Invite you to our Main Event of the Year

**ANNUAL
OPEN &
RUNNING
DAY**



SUNDAY 14TH JULY 10:00 TO 16:00

Museum and Visiting Vehicles on Display
Free rides on several routes all day.

Stand by Tesla Cars -
displaying the quickest ever 4-door saloon!
Sales stands, Museum exhibits

Free Feeder Buses from Walsall

Departs Walsall (Hatherton Road) 10:20 and every 30 minutes to 16:20
We intend to run to timetable, but no departures or connections can be
guaranteed - check for late news.

Event Admission £5 adult, £2 child, £13 family

Aston Manor Road Transport Museum

Open Tuesdays, Saturdays and Sundays, 10:30 to 16:00
Normal Admission £3 adult, £2 child, £9 family
Shenstone Drive, Off Northgate, Aldridge, Walsall WS9 8TP
www.amrtm.org 01922 454761 Registered Charity no. 519216



Free Open Day Sunday 7th JULY 2019

Bus rides, Fundraising Stalls, Tombola,
Volunteer Recruitment & refreshments

**The Heritage Bus Depot. Portland Road,
Hucknall, Notts NG15 7SF 1000-1600**



A FANTASTIC DAY OUT - AND ITS FREE! Enjoy nostalgia in motion. Come along and see what we are all about, learn about our aims, our projects, browse our fundraising items, book a luxury coach trip (kindly organised independently to raise funds for the Charity) - and maybe even volunteer to join the team or become a supporter.

Fantastic home made cakes and refreshments available!

We are developing a centre for restoration excellence in Nottinghamshire whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage back to its former glory whilst others work on vehicle projects and background tasks there's a role for everyone!

Want to know more? ... Come along and enjoy the day. Please use public bus transport or the NET tram to visit us

enquiries@nottinghamheritagevehicles.co.uk

Over 200,000 Bus, Coach & Rail Photos will be available at this event along with over 1,000 Diecast models, a huge selection of transport books and heritage memorabilia. - all at massively reduced prices. Grab a bargain!

Celebrating the heritage of Nottingham City Transport at a special FREE Open Day on Saturday 31st August 2019

Bus rides, Fundraising Stalls, Tombola, Recruitment & refreshments

**Nottingham Heritage Vehicles Charity. The Heritage Bus Depot.
Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm**



Celebrate NCT's heritage by joining us in a day of pure nostalgia. Many of our Nottingham Vehicles will be giving free runs around the locality. Others can be viewed, either undergoing restoration or in our store area awaiting their turn.

Delve into one of the UK's largest photography collections - available to purchase, helping to support the charity in its fundraising activities. With so much going on there is something for all. Perhaps sample a vintage bus ride to one of the local pubs for Sunday lunch before returning to browse our fundraising shop and project displays.

Come along and see what we are all about, learn about our aims, our projects and maybe even join the team as a volunteer or supporter

Want to know more? ... Come along and enjoy the day.



**PEOPLE
POWER**
THEN • NOW • ALWAYS

heritage open days

**FREE TO
EXPLORE**

**Saturday & Sunday
September 21st/22nd 2019**

Come along and learn about the work of our Charity and the roles our volunteers fulfil in telling the story of local transport heritage.

— NHVC —
NOTTINGHAM
HERITAGE VEHICLES CHARITY

Static Exhibits, Fundraising Stalls, refreshments and guided tours of our workshop area and exhibits, celebrating Nottingham's transport heritage

Subject to demand a free bus tour will visit our offsite storage site at 1pm

The Heritage Bus Depot. Portland Road, Hucknall, Notts NG15 7SF

10am - 4pm IT IS FREE TO ALL (Please note - limited parking onsite)

Transport nostalgia at its best. Displays detailing the history of local bus companies and their vehicles. A celebration of the Charity and its work through the drive and enthusiasm of our team. Learn about our aims, and maybe even enlist as a new volunteer. We are working towards developing a centre for restoration excellence in Nottinghamshire, whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage, whilst others work on vehicle projects and background tasks. Want to know more - then come along for a look around!

Follow us on FACEBOOK or email, enquiries@nottinghamheritagevehicles.co.uk



Free Open Day Sun 27th October 2019

Bus rides linking Hucknall, Linby and Papplewick, Fundraising Stalls,
Tombola, refreshments and guided tours of our workshop area.

Nottingham Heritage Vehicles Charity

The Heritage Bus Depot. Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm

Preserving road transport heritage for future generations



Soak up a little transport nostalgia, learn about our aims, and maybe even enlist as a new volunteer. We are working towards developing a centre for restoration excellence in Nottinghamshire, whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage, whilst others work on vehicle projects and background tasks. Want to know more - then come along for a look around! Please use public transport or the NET tram to visit us. Follow us on FACEBOOK for latest news, events & trips.

enquiries@nottinghamheritagevehicles.co.uk



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WAKEFIELD
WALSALL
POTTERS BAR
LEICESTER

Sunday 9 June
Sunday 23 June
Sunday 30 June
Sunday 13 July
Saturday 20 July
Saturday 27 July

Festival of Transport
London Bus Museum 'On the Buses'
West Riding Pearl Anniversary
Aston Manor Open Day
Garage Open Day
First/LTHT Open/Running Day



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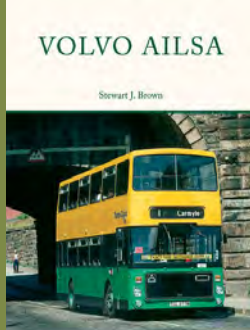
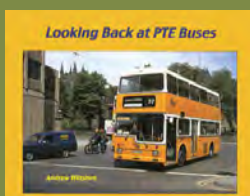
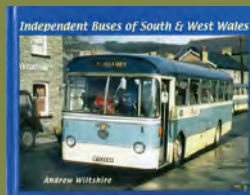
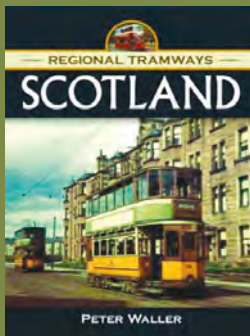
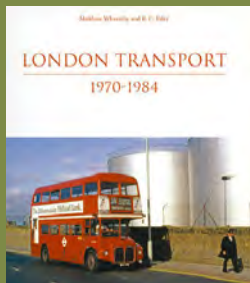
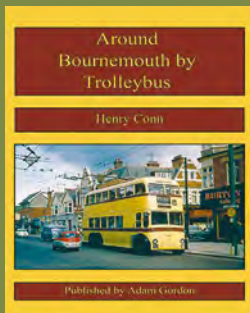
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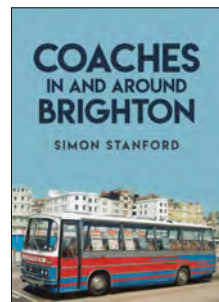
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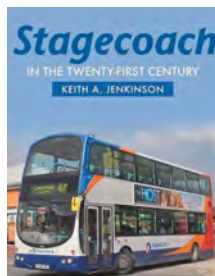


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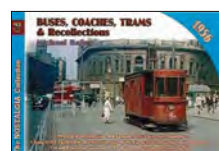


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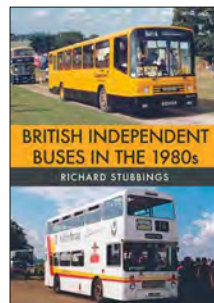
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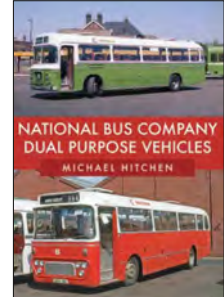


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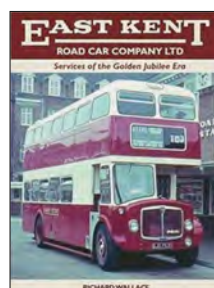
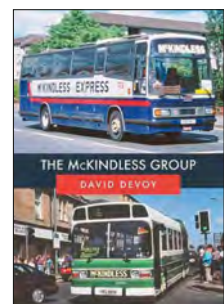


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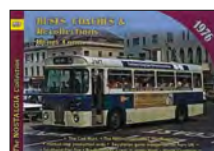


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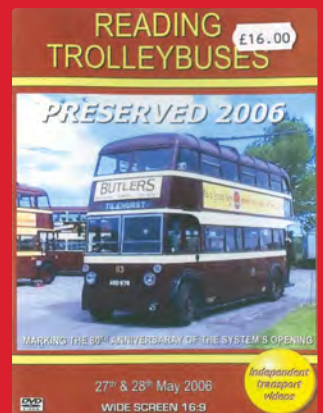
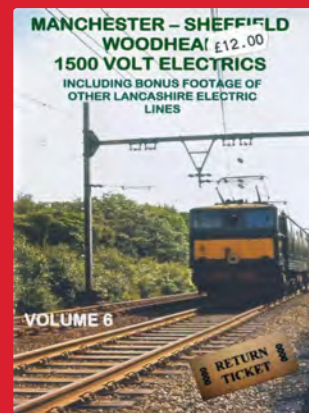
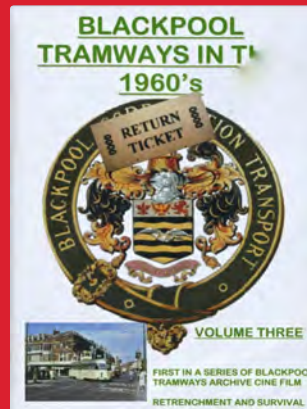
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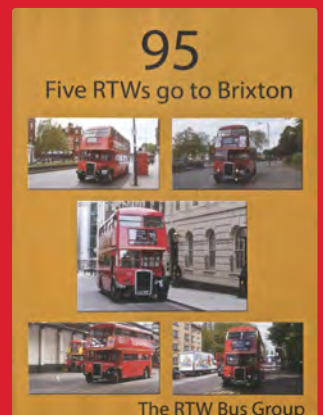
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